The Mining Journal
AND COMMERCIAL GAZETTE.

No. 198.—Vol. VIII.] LONDON: SATURDAY, JUNE 8, 1839. [Price 6d.

PUBLIC COMPANIES.

MEETINGS.

BISSOE BRIDGE MINING ASSOCIATION.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, London, on Thursday, the 20th day of June instant, at Twelve o'clock precisely, when the directors will make a Report of the proceedings of the Association, and submit a financial statement of its affairs. By order of the directors,

BAXENDALE, TATHAM, UPTON, and JOHNSON.

Great Winchester street, June 4.

CORNUBIAN LEAD AND SILVER MINE.—The directors hereby give notice, that the THIRD ANNUAL GENERAL MEETING of the shareholders in the above Mine will be held at the London Inn, Devonport, on Monday, the 17th of June next, at Twelve o'clock at noon, to pass accounts, and to take into consideration the present state of the affairs of the Mine, and determine on such measures as may be deemed expedient in respect of the same. The directors request all persons having claims upon the Mine to forward a statement thereof to the Secretary on or before the 10th of June. Shareholders who may attend the Meeting will be expected to produce their scrip certificates.

By order of the board of directors,

Devonport, May 20. R. LAWS, Secretary.

ROYAL SANTIAGO MINING COMPANY.—Notice is hereby given, that the GENERAL MEETING of the shareholders will be held at the office of the company, on Wednesday, the 12th instant, at One o'clock precisely, when the directors will make the Report. WILLIAM DOCKAR, Sec.

38, Broad-street-buildings, June 5.

CALLS.

EASTERN COAST OF CENTRAL AMERICA COMMERCIAL AND AGRICULTURAL COMPANY.—Notice is hereby given, that, in pursuance of the resolutions passed at a Meeting of the proprietors, held on the 12th day of July, 1837, and in conformity with the terms of the debenture, a CALL of ONE POUND TEN SHILLINGS on each debenture, numbered from 1 to 5000 inclusively, was this day made by the directors, and must be paid at the office of the company on or before the 1st day of July next. If not then paid the debenture is absolutely FORFEITED. By order of the directors,

60, Moorgate-street, June 3. PHILIP D. SOUPER, Sec.

GWINEAR MINING COMPANY.—Notice is hereby given, that the directors have come to the resolution of making a further CALL on the proprietors of ONE POUND per share, according to the power vested in them by the prospectus, which call of One Pound per share is to be paid to the bankers of the company, Messrs. Barnetts, Hoares, and Co., 62, Lombard-street, on Monday, the 17th June.

15, Great St. Helen's, June 4.

DIVIDENDS.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a DIVIDEND of TWO POUNDS per share will be paid to the holders of certificates in this company at the office of the association, 28, Austin-friars, on and after the 29th day of June next, between the hours of Eleven and Three o'clock. The proprietors are requested to leave their certificates at the office for examination three clear days before the day of payment. By order of the court of directors,

28, Austin-friars, May 30. WILLIAM LECKIE, Secretary.

HOLMBUSH MINING COMPANY.—The Directors hereby give Notice, that a DIVIDEND of ONE POUND per share will be paid at the Office of the Company, on Thursday, the 27th inst., and the following Thursdays, between the hours of Twelve and Three o'clock. Scrip certificates to be left at the office on the previous Tuesday. The New scrip certificates, ordered to be issued by the Special General Meeting of the 6th inst., will be ready for delivery on Thursday, the 27th inst.—New Broad-street, June 7.

SUPERIOR MINING INVESTMENT.—A FEW SHARES are now offered for SALE in WEST FOWEY CONSOLS MINE. The Mine adjoins, at the east and north, the celebrated Fowey Consols Mine, which for several years has been the second most productive Mine in Cornwall, and has already realised profits amounting to £200,000; on the south-west of West Fowey Consols are East Crinnis and Pembroke Mines, which have divided profits amounting to £180,000. West Fowey Consols Mine, which is just below some granite hills, extends over nearly a square mile of mining killas, as congenial for the production of copper ores as any in Cornwall, and is just as prolific in metallic veins or lodes as Fowey Consols—about twenty veins or lodes having been already discovered within her limits. West Fowey Consols is at present worked by two pumping steam-engines, whims, and all other requisite machinery, as will more clearly appear by the plans and prospectus of the Mine—for inspection of which, and further information, apply to the Mining Journal office, 12, Gough-square, Fleet-street; to Mr. Bawden, John's Coffee-house, Cornhill, London; to Messrs. Whitby, Clarence-buildings, North John-street, Liverpool; application will also be duly attended to (if by letter, post paid) if made either to Captain Davis, R.M., or Mr. John Puckey, agents at Fowey Consols Mine, Lostwithiel, Cornwall.

West Fowey Consols Mine, May 31.

CORNWALL.—SHARES IN MINES FOR SALE.—TO BE SOLD BY AUCTION, on Friday, the 14th day of June next, at Three o'clock in the afternoon, at the Union Hotel, in the town of Penzance, in three lots,

Three 100th shares in BOTALLACK MINE, in the parish of St. Just, in Penwith. The working of this (once so celebrated) Mine has lately been renewed by a most respectable and spirited party, at a considerable outlay, in extensive erections and efficient machinery. The quantities of ores already sold from the "Higher Mine," the appearances of the ground opened there, and the probability of a continuation of the immense deposits of ore formerly discovered at the "Crowns," which part is now being cleared up and sunk to a deeper level, cause this to be a most interesting speculation and desirable investment.

Also, in three lots,

Three 100th shares in the productive Tin Mines, called THE MORVAH AND ZENNOR MINES, situate in the parishes of Morvah and Zennor. This is one of the most extensive concerns, as a Tin Mine, in the west, and is in the hands of a first-rate company. The monthly produce and sale of Tin is very considerable, and the appearances are such as to warrant the supposition that large dividends must soon be made.

For leave to inspect the Mines, apply to the Managers thereon; and for other particulars to Mr. Richard Millett, solicitor, Penzance.

Dated May 22.

CAPITAL, EXTENSIVE, & VALUABLE SLATE QUARRY, WITH IMMEDIATE POSSESSION.—TO BE LET, all that capital, extensive, and valuable quarry of slates, of the best quality, now open and in work called Rhiw Bach, together with the cottages and other offices attached thereto, situate in the parish of Penmachno, in the county of Carnarvon. The above quarry has been worked for about twenty years, and is situate within two miles only of the Festiniog Railway, along which is conveyed the slate from the neighbouring extensive quarries to Portmadoc; and, by a comparatively small outlay, a road might be made from the above quarry to the said railway. The quarry is capable of being extensively and profitably worked by an experienced and spirited capitalist, who will find the above well worthy of his notice—terms liberal.

For further particulars apply, if by letter post paid, to Mr. Moulsdale, Gwyndu, Anglesey, North Wales.

TO CAPITALISTS AND OTHERS.—TO BE DISPOSED OF, on eligible terms (the parties retiring from business), a very extensive and well arranged ENGINEERING ESTABLISHMENT, with an old established connexion. The premises are situated in London, at a convenient distance from the Thames, with good approaches. The whole possessing every facility and convenience for manufacturing Engines and all kinds of Machinery.—For particulars apply to Messrs. Ray, Blunt, Duncan, and Johnston, 19, Great George-street, Westminster. No one need apply unless able to command £8,000.

TO CAPITALISTS.—The advertiser, who is the proprietor of two Mines in North Wales, is desirous of meeting with a gentleman who can command a moderate capital, to join him in carrying on the works, which are just coming to maturity, and which (judging from the quality of the ore already raised) hold out the brightest prospect of success. Address (by letter, post paid) "O. P." care of the Editor of the Mining Journal, 12, Gough square, Fleet-street, London. Respectable references will be required and given.

GLAMORGANSHIRE.

TO BE LET ON LEASE.—ALL THE SEAMS OF COAL AND CULM lying under the lands of YNISPENLLWCH, the property of J. N. Miers, Esq., situate in the parish of Llangevelach, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, if by letter post paid.

IMPORTANT SALE.

TO IRON-MASTERS, PERSONS CONNECTED IN IRON-FOUNDRIES, AND CAPITALISTS GENERALLY.

TO BE SOLD BY AUCTION, by E. and C. ROBINS, on Thursday, the 13th day of June inst., at four o'clock in the afternoon, at Lambley's New Royal Hotel, New-street, Birmingham, in the following or such other lots as the vendors may determine at the time of sale, and subject to conditions then to be produced:—

LOT I.—All those extensive and substantially erected Iron-Works, called TOLL END WORKS, situate at Toll End, in the parish of Tipton, adjoining the Birmingham Canal, and having branches therefrom in the centre of the Staffordshire mining district, comprising three blast furnaces, a very excellent 80-horse power blast engine, and a smaller one for working the machinery and boring mill, equal to 20-horse power, five cupolas, air furnace, refineries, boring mills, &c., iron and steel warehouses, three very complete and capacious foundries, with five large cranes, pipe foundries, &c., an excellent house, fit for either a principal or manager, with stabling and coach-house, two clerks' houses, and a variety of other minor buildings; the whole occupying a space of nearly twenty acres, about four of which are Freehold, upon which the furnaces, foundries, and two three-story clerks' houses are erected, and the remainder is Leasehold for a term, of which fifty-three years were unexpired on the 15th day of March last, subject to the low ground rent of £86 per annum.

The Works, which are inclosed by high fence walls on one side and the Canal on the other, are capable of getting up all public contracts, manufacturing steam-engines, bridges, cannon-shot, gas and water piping, and every other description of castings up to great weights.

LOT II.—All those two several powerful and valuable Mills, erected at very considerable expense in the most substantial manner, for the manufacture and rolling of iron, situate in the parish of Tipton, in the county of Stafford, now in the possession of Messrs. Bagnall, with powerful steam-engine and valuable machinery, tools, implements, &c., &c., a good clerk's house and other offices, and several pieces or parcels of land, containing about twelve acres, the whole of which is held by Messrs. Bagnall for a term, of which ten years are yet unexpired, at the very low yearly rent of £550

LOT III.—All that Farm House, Clerk's House, and Twenty Workmen's Houses, Out-offices and Buildings, and several closes of Freehold Land, containing about 49 acres, situated at Great Bridge, in the parish of West Bromwich, called the BRICKHOUSE ESTATE, under which there are very valuable Mines of Coal and Ironstone. Several shafts are now sunk, at which steam-engines and the necessary machinery are provided for getting the mine. The Birmingham Canal goes through the estate, and great part of the land is very eligible for building purposes.

LOT IV.—Two pieces of Freehold Land, situate at Gold's Green-lane, measuring 4 A. 2 R. 13 P., let on lease to Messrs. Bagnall for fifty years, from the 29th of September, 1829, at the yearly rent of 22*l.* 10*s.* for the surface, and a royalty of 1*s.* 6*d.* for every thousand of bricks, tiles, quarries, &c., together with the Mines of Coal and Ironstone under the same.—Upon part of this land Messrs. Bagnall have erected substantial Furnaces.

LOT V.—A piece of Freehold Building Land, measuring about three-quarters of an acre, situated on the towing-path side of the Canal, and fronting the road leading from Great Bridge to the Brickhouse Colliery.

LOT VI.—The valuable Freehold Estate and Colliery, situate at Darlaston, called the DARLASTON GREEN COLLIERY, adjoining to and divided by as well the Birmingham Canal as the Grand Junction Railway, and the public roads leading from Wednesbury, through Darlaston, to Willenhall and Walsall, measuring about 23 acres, together with the Farm and Clerk's House erected thereon; and also all Mines and Minerals under the same, and a powerful Water Engine, Pits, Whimseys, and other machinery.

LOT VII.—All those substantial Buildings, situate at Darlaston Green, and known as the BIRMINGHAM COAL COMPANY'S OFFICES, with Dwelling Houses adjoining, and several pieces of Freehold Land, measuring about 29 acres, together with the Mines and Minerals under the same, and the Engines, Pits, Whimseys, and machinery thereon.

LOT VIII.—Several pieces of Freehold Land, situate in Kingshill-field, Darlaston, measuring together about 12 acres, with the Mines and Minerals under the same, and the pits and machinery thereon.

LOT IX.—A piece of Freehold Land at Darlaston, with the Mines thereunder, called the BACON PIECE, and measuring 1 A. 3 R. 17 P.

With the exception of lots two and four, early possession may be had of the whole.

For further particulars apply to Messrs. Palmer and Son, Solicitors; Messrs. Tyndall and Rawlins, Solicitors; or to the Auctioneers, all of Birmingham.

UNITED KINGDOM SALT COMPANY.

Capital £300,000, in 6000 shares of £50 each. Deposit £10 each.

PATRONS.

The Earl of Euston, M.P. | Sir George Sinclair, Bart., M.P.
Sir Richard Paul Jodrell, Bart. | Maj.-Gen. Sir C. Broke Vere, M.P.

DIRECTORS.

J. Ellis, Esq., M.P., Chairman. | Major-Gen. Chr. Hodgson
Richard Attwood, Esq. | Swynfen Jervis, Esq., M.P.
Richard Broun, Esq. | Richard Henry King, Esq., M.D.
Christian John Clarke, Esq. | Charles Roberts, Esq.

AUDITORS.

Matthias Gilbertson, Esq. | George Kimberley, Esq.

Solicitor—T. M. Vickery, Esq.

Bankers—The London and County Joint Stock Bank, 71, Lombard-street.

Secretary—Mr. D. Ogilvy Boyd.

The object of this company is to carry into operation two valuable patents for manufacturing salt from sea water and saline springs at a greatly reduced cost.

Prospectuses, to which are attached highly satisfactory testimonials from Professors Brande and Daniell, Dr. Birkbeck, John Hemming, and Wm. Carpmael, Esqs., may be obtained at the bankers; of the solicitor, 25, Lincoln's-inn-fields; or of the Secretary, at the offices of the company, 7, John-street, Adelphi, to whom applications for shares may be made, by letter, post paid.

TALACRE COAL AND IRON COMPANY.

Capital £300,000;

In 3,000 proprietors' shares of £100 each, deposit £5 per share.
20,000 consumers' debentures £6 " " £1 each.

Prospectuses and every other information may be obtained at the offices of the company, where application for shares should be made (if by letter, post paid).

73, Gracechurch-street, June 7. W. WESTON, jun., Sec.

SOCIETE GEOLOGIQUE DE FRANCE.—La Société Géologique de France vient décider qu'elle tiendrait cette année sa session extraordinaire à Boulogne-sur-mer (département du pas de Calais). Elle a été déterminée dans son choix que le grand intérêt que présentent les environs de Boulogne, et que l'espoir qui lui a été donné que plusieurs de ses honorables membres de l'Angleterre viendraient s'associer à ses travaux. Le rendezvous est fixé au 8 Septembre prochain, où se réunira à sept heures du soir, dans la grand salle de l'Hotel de Ville de Boulogne. Les personnes étrangères à la société pourront sur la présentation d'un de ses membres assister aux séances et prendre part aux excursions géologiques. EDOUARD RICHARD.

Rue du Vieux Colombier, No. 26, Paris, le 1 Juin.

EASTERN COUNTIES RAILWAY.—Notice is hereby given, that this LINE will be OPENED to the PUBLIC from LONDON to ROMFORD on Thursday, the 20th instant. The hours of departure of the Trains and Table of Fares will be shortly announced.

By order of the board,

Adelaide-place, London-bridge, June 4. A. BULKELEY, Sec.

ALTONA, HAMBURGH, AND LUBECK RAILWAY COMPANY.—At a Meeting of the proprietors of the above company, held at the George and Vulture Tavern, Cornhill, on Monday, the 3d inst., specially convened for the purpose of taking into consideration the expediency of continuing or dissolving the company.

The report of the directors (for a copy of which we refer to another column) having been read, the following resolutions were proposed, seconded, and unanimously adopted—viz.:—

1. Resolved—That the report of the committee of management be received, and, with the accounts annexed, is approved; that the same be printed for the use of the proprietors, together with the statement of the funds, as printed with the former report.

2. Resolved—That this Meeting, not seeing any early prospect of obtaining the permission of the high authority necessary to the carrying into effect the object of the company—viz.: to construct a railway, connecting the North Sea with the Baltic, via Altona, Hamburgh, and Lubeck—recommends that the committee, acting on the provision in that respect of the deed of settlement, dated the 28th day of March, 1836, do proceed, forthwith, to dissolve the company and close its affairs.

3. Resolved—That the thanks of this Meeting are due, and are presented accordingly, to the committee, for their disinterested, zealous, and careful attention to the interests of the company.

4. Resolved—That it be referred to the committee of management to remunerate the officers of the company, and others who have been active in prosecuting the affairs of the company, in such manner and to such extent as may be deemed by them most expedient.

The Chairman having vacated the chair,

5. Resolved—That the thanks of the Meeting are presented to W. Ormsby Gore, Esq., M.P., for his attendance this day, and for his able and obliging conduct in the chair.

ENGLISH COPPER COMPANY, FOR SMELTING AND MANUFACTURING COPPER. Incorporated by Royal Charter of William and Mary, 3d August, 1691—limiting the responsibility of shareholders.

Samuel Gregson, Esq., Governor.
Charles P. Devaux, Esq., Deputy-Governor.

COURT OF ASSISTANTS.

William Clay, Esq., M.P. | John G. Hillersdon, Esq.
Hyman Eliza, Esq. | William Lyall, Esq.
John Gunston, Esq. | James Parkinson, Esq.
Thomson Hankey, jun., Esq. | John Stewart, Esq., M.P.
Archibald Hastie, Esq., M.P. | John Watson, Esq.

W. M. Short, Esq., Secretary.

The increased demand for Copper having induced the company to extend their manufacture, which requires an addition to their capital, the company have resolved, under the powers of their charter, upon a further issue of shares of £10 each; applications for the same, in the undermentioned form, may be made to Messrs. Hankey, bankers, 7, Fenchurch-street.

Prospectuses and printed forms of application may be obtained at the company's offices, No. 27, Upper Thames-street, or 72, Cornhill; or of Messrs. Roy, Blunt, and Co., solicitors, No. 42, Lothbury.

FORM OF APPLICATION.

Messrs. Hankey, bankers, 7, Fenchurch-street.

Gentlemen,—I am desirous of subscribing for shares in the "English Copper Company," and I enclose £ , being for the first instalment of £2 per share, and I hereby agree to pay the remaining instalments thereon at the periods hereunder mentioned; and in case of default in paying any or either of such instalments, the shares, and the instalments paid thereon, are to become forfeited to the company; and I further agree to conform to the bye-laws and regulations of the company.

I am, Sirs, your obedient servant,

Name .....
Address .....
Date .....

INSTALMENTS.

£2 per share, enclosed.
£4 ditto on the 2d of September next.
£2 ditto on the 1st of November next.
£1 ditto on the 1st of February, 1840.
—— Total £10.

THE NEPTUNE MARINE INSURANCE COMPANY.—Capital, £500,000, in 10,000 shares of £50 each. Deposit £5 per share.

DIRECTORS.

John Chapman, Esq. | Jameson Hunter, Esq.
James Cockburn, Esq. | John Mollett, Esq.
F. W. Collard, Esq. | D. T. Morgan, Esq.
Alexander Duncan, Esq. | Charles Norris, Esq.
George Faith, Esq. | Samuel Prior, Esq.
George Hadden, Esq. | John Ranking, Esq.

Auditors—J. B. Chapman, Esq.; Charles Copland, Esq.

Superintendent of the underwriting department—James Mackie, Esq.

Bankers—The Union Bank of London.

Solicitors—Messrs. Johnston and Farquhar.

Copies of the prospectus may be obtained, and deposits of £2 per share, in accordance with the printed form, paid as under, viz.:—

The Union Bank of London, 6, Moorgate-street, and Argyle-place, Regent-street; or to Messrs. Johnston and Farquhar, 52, New Broad street.—London, May.

BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT and CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM-ENGINE, which, by its novel formation and arrangements, combine compactness of form, increase of power, speed, and economy in working, to an extent hitherto unattainable. Descriptive plans and particulars, also cards to view the Engine in operation at their ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 28, Lombard-street, London.

Where also may be seen, specimens of Fairbank's Patent Platform WEIGHING MACHINES and WEIGH-BRIDGES, for which they are appointed sole agents for London and its vicinity.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

On the 1st of June was published, price Sixpence, the Fifth Number of the Fifth Volume of

THE MINING REVIEW.

A MONTHLY RECORD OF
GEOLOGY, MINERALOGY, AND METALLURGY,
Edited by Henry English, F.G.S.

Containing, in addition to the Original Articles, Reviews of Scientific Works, Foreign Extracts, Proceedings of Scientific Bodies, and Miscellaneous Intelligence, a NOTICE OF CERTAIN PRODUCTS OF ARTIFICIAL FUSION ILLUSTRATIVE OF THE FORMATION OF VOLCANIC AND METAMORPHIC ROCKS.

The First Number (published on the 1st of February) contained a very important Paper on the STATISTICS OF THE IRON TRADE.

The Second Number (published on the 1st of March) contained a Paper on the OCCURRENCE OF the PRECIOUS METALS in GREAT BRITAIN.

The Third Number (published on the 1st of April) contained, in addition to much valuable matter, a Paper on the EXPANSIVE ACTION OF STEAM IN SOME OF THE PUMPING ENGINES ON THE CORNISH MINES.

The Fourth Number (published on the 1st of May) contained a Paper on the LEAD MINES AND MINERAL LAWS OF DERBYSHIRE.

The Fourth Volume may now be had, in boards, price 8*s.* 6*d.*

The MINING REVIEW is also published on the last Saturday in the month, as a SUPPLEMENT to

THE MINING JOURNAL

AND COMMERCIAL GAZETTE,

And furnished GRATIS to the subscribers of that publication.

SHEFFIELD AND MANCHESTER RAILWAY CONTRACTS.—The following CONTRACTS on the above Line will be LET from sealed proposals in the order hereinafter stated.—The plans, sections, working drawings, specifications, and also the drafts and contracts, may be seen and copied, and printed forms of Tender obtained, at the Offices of the Company, or of the Engineer. The line is distinctly trigged out on the ground, and branded pegs set down at every chain length, and will be pointed out by one of the assistant engineers if required. The Tenders are to be delivered in sealed, and addressed to the Secretary, at the Offices of the Company only.—No Tender will be entertained, unless made and filed up on one of the printed forms, nor unless the parties proposing, or their representative, attend personally, and produce an undertaking (on a form of letter which will be supplied, to be properly filled up and signed by two responsible parties), engaging to become sureties, in the event of the Tender being accepted.—The directors will meet at Twelve o'clock at noon, to open the Tenders, and declare the lettings, upon each of the days following those appointed for the delivery of the respective proposals.

ORDER OF RECEIVING PROPOSALS AND LETTING WORKS.

Contracts.		Plans and Specifications to be ready.		Sealed Tenders to be delivered.		Works to be Let respectively.	
No.	Description.	Date.	Place.	Date.	Place.	Date.	Place.
10.m.	Ardwick	4th May	Manchester	14th June	At the Company's Offices, 15, Piccadilly, Manchester; or, Corn Exchange, Sheffield.	18th June	Manchester.
11.m.	Hattersley	11th May	Engineer's Office, Mottram	14th June		18th June	Manchester.
9.m.	Gamesley	11th May		14th June		18th June	Manchester.

N.B. The letting of the shafts Nos. 3, 4, and 5, and of the driftways therefrom, the borings, and the Carbonate contract, are postponed till further notice.

The other shafts and driftways, the roads, and the cottages, are all let.

The remainder of the contracts between the Summit Tunnel and Manchester will be ready for letting before Midsummer.

The ARDWICK CONTRACT commences at the Junction with the Manchester and Birmingham Railway, near Blind lane, Ardwick, at the outskirts of the eastern side of Manchester, and extends beyond the Gorton Reservoir, opposite the Fairfield Walk, on the new road to Ashton-under-Lyne, a distance of two and three-quarter miles. The work consists of about twenty bridges, several culverts, an aqueduct for the Stockport branch of the Ashton Canal, a great extent of retaining walls, and about 130,000 cubic yards of excavation.

The HATTERSLEY CONTRACT extends from the gravel pit near the turnpike-road from Mottram, in Longdendale, towards Stockport, to the west end of the Etherow Viaduct at Old Broadbottom Brow, on the river Etherow, dividing Cheshire and Derbyshire, and opposite Bent Mill, being a distance of about one mile and fourteen chains. The work includes several bridges, a short viaduct, and a considerable extent of retaining walls, and about 100,000 yards of earthwork, some of which will go to spoil. The above is situated about or two miles east of Manchester, and about a mile south of Mottram.

The GAMESLEY CONTRACT extends from the east end of the Etherow Viaduct to the west end of the great viaduct at Hadley Vale, on the turnpike road, a mile below Glossop, and about twelve miles from Manchester. This work contains several bridges and culverts, and about 400,000 cubic yards of excavation.

Any further information may be obtained at the Offices of the Company in Sheffield and Manchester; or at the office of Mr. Vignoles, the company's engineer, No. 4, Trafalgar-square, London; at Mottram and at Tintwistle, in Cheshire, on the road to Sheffield. By order of the directors,

15, Piccadilly, Manchester, April 24. C. THOMPSON, Secretary.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY.

Tyne Dock—Bill reported; report ordered to lie on table.

Ship Propeller Company—Petition for leave to proceed with the bill; referred to select committee on petitions for private bills.

Deptford Pier—Petition against; referred to committee on the bill; counsel ordered.

Brighton Gas—Bill read third time, and passed.

London and Southampton (Portsmouth Branch) *Railway*—Lords amendments agreed to.

Message from the Lords—That they have agreed to the Herefordshire and Gloucestershire Canal Bill, with amendments.

MONDAY.

Great Western Railway—Lords amendments agreed to.

Birmingham Canal—Petition for additional provision; referred to select committee on petitions for private bills.

Herefordshire and Gloucestershire Railway—Lords amendments agreed to.

Birmingham Canal (re-committed) *Bill*—Reported; report ordered to lie on the table.

Filtration Company—Bill reported; ordered to be ingrossed.

Patent White Lead Company—Bill reported; ordered to be ingrossed.

TUESDAY.

Manchester and Birmingham Extension (Stone and Rugby) *Railway*—Ordered, that the minutes of evidence taken before the committee on the bill be printed at the expense of the parties, from the committee clerk's copy, if they think fit.

Northern and Eastern Railway (No. 1)—Bill read the third time, and passed.

Northern and Eastern Railway (No. 2)—Bill read third time; amendments made; bill passed.

Birmingham Canal—Three petitions praying to be heard against the petition [presented May 3d] praying for additional provision in the bill; referred to select committee on petitions for private bills.

Mr. Speaker reported the Royal Assent—To the Great Western Railway Bill; London and Southampton (Portsmouth Branch) Railway Bill; London and Greenwich Railway Bill; London and Croydon Railway Bill; Perth Harbour and Navigation Bill; and the Herefordshire and Gloucestershire Canal Bill.

Railways (Ireland)—Petition from Carrickfergus against the proposed measure; ordered to lie on the table.—Petition of the chairman of the Dublin and Drogheda Railway Company, for empowering the Board of Works to make loans to existing companies; ordered to lie on the table.

Message from the Lords—That they have agreed to the South-Eastern Railway Bill.

WEDNESDAY.

Brazilian Coffee and Sugar—Petition for revision of duties; ordered to lie on the table.

Dublin Cemeteries—Petition from Dublin, for applying the surplus funds of Richmond and Prospect Cemeteries for the benefit of the poor of the city of Dublin; ordered to lie on the table.

Manchester and Birmingham Extension (Stone and Rugby) *Railway*—Petition in favour; ordered to lie on the table.

South-Eastern Railway—Lords amendments agreed to.

Railways—Petition of the chairman of the committee of management of the Arbroath and Forfar Railway Company, for imposing the tax on railway passengers at a fixed per centage; referred to select committee on railways.

Birmingham Canal—Petition in favour of the application for additional provision; referred to the select committee on petitions for private bills.

THURSDAY.

Filtration Company—Bill read the third time; amendments made; bill passed.

Commercial (London and Blackwall) *Railway*—Bill reported; report ordered to lie on the table, and to be printed.

White Lead Company—Bill read the third time; amendments made; bill passed.

Birmingham Canal—Petition of William C. Hunt, praying that the committee to whom the petition for provision in the bill has been referred, may have leave to sit on Monday next, or that the consideration of the report on the bill be postponed until the petitioners shall have been heard; ordered to lie on the table, and to be printed.

Message from the Lords—That they have agreed to the Great North of England Railway Bill, and Liverpool and Manchester Extension Railway Bill, with amendments.

LAW INTELLIGENCE.

EASTERN COUNTIES RAILWAY COMPANY.

BAIL COURT—JUNE 1.

SPENCE v. THE COMPANY.—The question between the parties in this case was the value of certain property of the plaintiff, which had been taken by the defendants for the purposes of their Act. The case had been submitted to arbitration, and the arbitrator made his award.

Mr. JAMES now obtained a rule to show cause why the award should not be set aside upon grounds which were principally of a technical nature.

BRITISH IRON COMPANY.

EXCHEQUER EQUITY SITTINGS—JUNE 4.

SMALL AND OTHERS v. ATTWOOD AND OTHERS.—This was a motion on the part of the plaintiffs to discharge or vary an *ex parte* order obtained by the defendant on the 19th of April, 1838, on the ground of irregularity. On the 26th of March, 1838, the House of Lords reversed the decree of Lord Lyndhurst in this case, directing the bill to be discharged with costs, and remitting the case to this court to do what was just and consistent with the judgment of the House of Lords. On the 19th of April, 1838, the defendant applied *ex parte* to the Court, and obtained an order directing the order and judgment of the House of Lords to be the judgment and order of this court; and, further, referring it to the Master to tax the defendant's costs in the suit, and directing such costs, when so taxed, to be paid by the plaintiffs. This order was now sought to be discharged, and the question in dispute was, as to what were the costs directed to be paid to the defendants by the judgment of the House of Lords.

Mr. K. BRUCE and Mr. SHARPE, for the plaintiffs, submitted that these costs were simply and solely the costs which were incurred up to the pronouncing of the decree in this court, and to proceed differently would be to make the suitor suffer for what was now admitted to be an error of the judge, and which was contrary to practice.

Mr. WAKEFIELD and Mr. LOVATT supported the order, contending that the order had been regularly obtained, and that the judgment of the House of Lords which directed the plaintiff's bill to be dismissed with costs, meant that all costs should be paid up to the actual dismissal of the bill, or the moment when the judgment of dismissal was pronounced.

Lord ABINGER said, that when the case came before him originally, it was very much discussed as to what were the principles upon which he ought to proceed in making the order which he did make; and he was of opinion that the true principle upon which he ought to proceed was to consider that the House of Lords had given a judgment which the court below should have given at the time it gave judgment. The House of Lords declared that the bill should be dismissed with costs, but it did not take upon itself the jurisdiction of dismissing the bill, and directing such further order as might be necessary in consequence of the erroneous decree of this court, but it referred back the bill to this court to make such orders as would do justice between the parties, and to correct what had been done amiss under the erroneous decree. The intention of the House of Lords he must presume was to have passed the same judgment they were of opinion Lord Lyndhurst ought to have passed when he heard the case originally. He thought, therefore, that the order ought to be interpreted so as to give the costs only of the suit up to the time when Lord Lyndhurst made his decree, and not of the subsequent proceedings in the suit. To do otherwise would be to give costs that arose from what must now be supposed to be an error of the judge, of which the parties were totally innocent. He interpreted the order as he meant and understood it to be—that the defendants were entitled to the costs of the suit up to the time when a decree ought to have been pronounced by this Court dismissing the bill, but not the costs that had been incurred since in consequence of the erroneous decree that had been pronounced. He should therefore direct the order to be varied accordingly, such order to include the costs of setting the decree of Lord Lyndhurst.

LIVERPOOL JOINT-STOCK BANKING COMPANY.

COURT OF EXCHEQUER—JUNE 4.

BANSFORD v. BARNETT.—This was an action brought by the Liverpool Joint-Stock Banking Company, in the name of their officer, and an application was made on a former day to stay the proceedings in the action, on the ground that after the cause of action occurred the defendant had become bankrupt, and the plaintiff, as servant of the company, had taken steps to prove the debt for which the action was brought under the fiat, and thereby recognized the bankruptcy.

Mr. CRESSWELL now showed cause against the rule, and Mr. V. RICHARDS was heard in support of it.

The COURT thought that they had no power to grant the relief required, and that the defendant's remedy was in a Court of Equity, or by application to the Court of Review.

GLASTONBURY NAVIGATION AND CANAL COMPANY.

BAIL COURT—JUNE 4.

THE QUEEN v. THE COMPANY.—Mr. CAREY applied to the Court on the part of a person named Hockey for a rule calling upon the defendants to show cause why they should not build a bridge across a part of the canal which intersected a high road, and which cut off all communication between one portion of the applicant's land and another.

As it did not appear upon the affidavit that there was sufficient evidence of a direct request on the part of the applicant, or of a direct denial on the part of the defendants to build a bridge, or of anything equivalent to a direct request and refusal, the application was refused.

HULL AND SELBY RAILWAY COMPANY.

COURT OF EXCHEQUER—JUNE 5.

This was a special case, in which the respective claims of the Crown and of Mr. Broadley to certain lands, came on to be decided by order of Mr. Baron Alderson, sitting on the equity side of the court. The dispute respecting the ownership of the lands arose from the operations consequent upon the passing of the Hull and Selby Railway Bill, under which the company sought to appropriate the lands in question, called the Growths, which once bordered on the north of the river Humber, but which had from time to time, and imperceptibly, been washed away by the tide, till at the present time very little thereof remained, the river rising over the whole tract at high tide, and leaving one unbroken surface of mud at low water. For the possession of these lands the company had paid into Court upwards of 6000*l.*, to abide the decision of this case, and the question now was whether as between the Crown and a subject the property was not presumed to belong to the latter.

The SOLICITOR-GENERAL, on behalf of the Crown, was stopped by Lord ABINGER, who called on

Sir F. POLLOCK to support the interest of Mr. Broadley, who contended that under the particular facts stated in the case and submitted to the opinion of the Court, the lands ought to be adjudged to his client. It was clear that where there was a sudden encroachment on the lands of a subject, from which the water again recedes so as to leave metes and boundary marks by which he may claim his land again, he shall have it. If so, why should there be any distinction between a sudden increase of land and that which is gradual and imperceptible? Here the waters of the Humber have gradually encroached over this land, which formerly belonged to the ancestors of Mr. Broadley, and he is now entitled to the sums assessed by the jury as due from the railway company for their purchase. The learned gentleman concluded an elaborate argument by quoting various authorities from the earliest periods of the law on the subject of "Prerogatives de Roy," in "Rolle' Abridgment" and "Comyn's Digest," as also Lord Hale's Treatises "De Jure Maris."

Lord ABINGER.—This case seems to be clearly in favour of the Crown, and ought to be decided in the same way as if it were a contention between subject and subject. It is a general principle of the law that where there has been a gradual increase of land, caused by the imperceptible recession of water from the shore, the Crown has a right to the accession of land. The judgment of the Court ought therefore to be for the Crown.

Mr. Baron ALDERSON was of the same opinion, and the rest of the Court concurring, judgment was ordered for the Crown.

THE COAL TRADE.

In the latter part of last week deputations from inland coal-owners of Derbyshire, Nottinghamshire, Leicestershire, and other counties possessing upwards of twenty collieries, and deputations from several canal companies interested in the carriage of coals from these and other counties to the metropolis, waited upon the Lord Mayor for the purpose of informing his lordship that meetings had been held in their several districts with the view of aiding him in his great object of breaking down the combination amongst the coal-owners of the north, and causing a constant supply of cheap and unexceptionable coals to the London market.

The deputation stated that the Lord Mayor's exertions for the accomplishment of so benevolent an object had roused in all the coal counties a spirit which was calculated to ensure the success of those exertions, and that resolutions had been passed for an important reduction of the tonnage dues upon inland coals, which was appointed to take place on the 1st of June. The price of the commodity would then be subject to no change from trick or otherwise, and the delusion so long existing, that the coals of the combination were always the best, would be shortly and for ever removed.

The LORD MAYOR said that he had of late silently pursued the means of destroying the combination, and found that, as he calculated, the most active preparations had been made to render him aid. He had had communications with vast numbers of persons connected with the trade, and he rejoiced to be able to state that his hopes of complete success were infinitely higher than they were when he commenced operations against the monopolists. He was sure, too, that those whom his labours were meant to affect were themselves apprehensive of the result, notwithstanding the contempt which they professed to entertain for all opposition. The public had been quite ignorant of the cause of the tremendous price of the article, and supposed that severe weather had the effect of impeding the operations in the pits. The poor shivered in the cold, and spoke of the expense of fuel without knowing to what cause to attribute it, until the eyes of all were opened by the salutary exposures in the press of the system of humbug attempted to be foisted upon the chief magistrate by those who were interested in keeping up the price. It was monstrous to think that upon two millions of tons imported annually, the public had been paying ten shillings a ton more than they ought to have paid. A prejudice had crept in from time to time against coals brought in from other collieries than those which supplied what were called "best coals;" that the ashes produced from them were injurious to furniture. Anything more unfounded or absurd could not be uttered. He had tested a vast number of samples of various kinds, many of which burned to white ashes, but in no one instance had he discovered that those ashes flew about a room, or did the slightest damage to the furniture. He had stated the result of his experience in that respect before, but now he was strengthened in his opinion by several unexceptionable authorities, and amongst the rest by his Grace the Archbishop of Canterbury, who had got in forty tons of Leicestershire coals, which proved to be most excellent. The Archbishop had given the order against the wishes of Mrs. Howley, who apprehended damage to the furniture from the use of any but Newcastle coals. She, however, had completely altered her opinion on the subject, for, after an experiment of some months, she declared that there was no more dust produced by them than by the Newcastle coals, over which they had the advantage that, whether the fire in the grate were large or small, it never went out, so long as there was any coal at all to feed it.

The members of the deputation said they were convinced that the public would soon acknowledge that the supply of a cheap and good commodity depended upon themselves. A great number of pits were discharging as fine coals as could be got in Newcastle, at a very low price, and the reduction of the coal dues would be immediately felt in the metropolis.

The LORD MAYOR—There is a very great increase of consumption, I have ascertained, of Yorkshire coals, which are of superior quality. The only obstacle to an enormous trade at present is the expense of bringing up the coals by canals. I have been, I think it proper to inform the public, in correspondence with the secretaries and officers of the different canals upon the subject of lowering their tonnage, upon the principle of the penny postage. I have been extremely successful. There was a meeting at Leicester a few days ago, at which the representatives of the canals came to a unanimous resolution to reduce their tolls from 1s 6d to 6d per ton upon some parts of the line; and upon one canal alone they had reduced the tonnage from 6d to 2d per ton. The new regulations are, as has been said, to come into operation on the 1st of June, and I am anxious that every one who unites with the wish for the prosperity of the city of London, should try one ton of each of these coals—Leicester, Derby, Nottingham, and Yorkshire. I am convinced that they will all give as great satisfaction as has ever been received from Newcastle, and at from 8s to 10s per ton cheaper. The public must, however, take particular care that they apply to coal-merchants who are not interested in keeping up the combination at present existing in the Newcastle trade. The combination I rejoice to say is secretly giving way. I saw a gentleman the other day who had just arrived from Newcastle, where he had made a contract for 10,000 tons, at 3s per ton under the combination price, with one of the principal owners, so that the rules of the combination are secretly evaded by the very combinators themselves, who are now getting suspicious one of the other. I trust that as the reduction of tonnage dues will commence on the 1st of June, the public will come forward, and as soon as possible lay in the winter's stock. I shall have ready immediately a list of the names of coal-merchants who will deal in these coals, and who will not send rubbish to their customers, with the view of bringing discredit upon the low-priced article.

The several deputations then withdrew, after having expressed their admiration of the active and resolute opposition given by the Lord Mayor to all the efforts of the monopolists. We expect to have much important intelligence on the subject in a few days.

IRON SHIP.—The largest iron sailing ship in the world is now building in Messrs. J. Ronald and Co.'s yard, Footdee, Aberdeen. This stupendous vessel is of the following dimensions:—Length of keel, 130 feet; breadth of frame, 30 feet; depth of hold, 20 feet; length over all 137 feet; tons register, 337. Judging from her appearance, she is a beautiful model, and will carry an immense cargo on a small draught of water. She is intended for a company in Liverpool.—*Aberdeen Herald.*

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

THE NEPTUNE MARINE INSURANCE COMPANY.

Capital £500,000, in 10,000 shares of £50 each. Deposit £5.

The success which has attended the several Marine Insurance Companies has given rise to the formation of the present company, the business of which will commence from the 1st of July next, a sufficient capital having been already subscribed. All applications for shares are to be accompanied by a payment of 2*l.* per share, to avoid an unrestricted application on the part of those who do not intend becoming *bonâ fide* proprietors—a course which should be pursued in every instance, as the best security against jobbing, and saving much trouble to the parties.

THE UNITED KINGDOM SALT COMPANY.

Capital £300,000, in 6000 shares of £50 each. Deposit £10 per share.

The object of this company, as appears from the prospectus, is to manufacture, from sea water and saline springs, salt of a quality superior to that which is now in common use, and at a greatly reduced price, both for home consumption and exportation; and also to introduce it generally throughout the United Kingdom as a manure for land, and as a condiment for improving the condition and thereby obviating the diseases of sheep and cattle of every description. The consumption of salt at present amounts to not less than 500,000 tons annually, while the application of salt to agricultural purposes may be considered to be still in its infancy. The directors have secured the use of the patents of Messrs. Wilson and Baylis, for producing saturated brine from sea water and saline springs, and refining the same, and confidently expect that the cost of making salt in any of the company's works will not exceed 5s. per ton, and in many situations considerably less. Only 600 shares will, in the first instance, be issued, and not more than 20*l.* per share will be required to bring into effective operation a work at Burry Port, near Swansea.

STEAM COMMUNICATION BETWEEN LIVERPOOL AND BOSTON.

The Bostonians foresee the advantages which are likely to result to their city from the establishment of a semi-monthly line of steam-packets from Liverpool to Halifax, and thence to Boston, and have held a meeting for the public expression of their sentiments on the subject. Francis J. Oliver was called to the chair, and B. T. Reed appointed secretary. After some remarks by George Bond, Esq., and other gentlemen, upon the importance of the subject, the following resolutions, among others, were unanimously adopted:—

Resolved—That we regard the establishment of a line of steam-packets between Liverpool and Boston as tending greatly to advance the prosperity of this city, by increasing facilities for the direct importation of merchandise from England, as making this port an extensive depôt for the receipt of cotton and naval stores from the south, the west, and the east, as well for embarkation for Europe, as for the purchase of goods; and finally, as a measure destined to promote our rapid growth in population, in commerce, and in wealth.

Resolved—That the port of Boston is indicated, by nature, and the whole course of our internal improvements, as the most eligible point for connecting the United States by steam navigation with England—first, because a direct line from Baltimore, Philadelphia, and New York, to England, passes through our suburbs; second, because a cheap and expeditious communication, by railroad and steam navigation, exists along this line; third, because the completion of our Great Western Railroad will in the course of a few months enable the traveller to reach Boston as soon as New York, from Albany, Utica, Rochester, Oswego, Buffalo, Detroit, Louisville, St. Louis, Kingston, Toronto, and Montreal, and upon his arrival in Boston, he will find himself 220 miles nearer to Liverpool than when at New York.

Resolved—That it is of the highest importance to the success of this great enterprise that the larger class of steam-packets should run entirely through from Liverpool to Boston, and *vice versa*, stopping sufficient time at Halifax for the reception of fuel, and to receive and discharge passengers and freight; that this arrangement alone will inspire confidence in the safe and uninterrupted conveyance of passengers and goods, and secure a liberal and ample patronage of the route.

Resolved—That it is the sense of this meeting, that a suitable pier and dock should be provided for a term of years, for the reception of the Liverpool steam-packets in this port, where they may receive and discharge their lading free from expense to the owners of the steamers; and that such other facilities be afforded as the importance of the subject may require.

Resolved—That the Hon. Samuel Cunard, of Nova Scotia, the spirited projector and conductor of this enterprise, is entitled to the warmest acknowledgments of the inhabitants of this city and state, for the vast benefits which must accrue to them from the measure he has originated, and that he be assured of our sincere and ardent wishes for his success.

A committee was then appointed, to communicate these resolutions to the Hon. Mr. Cunard, and to devise measures to carry the fifth resolution into effect; with authority to call another meeting of the citizens of Boston, and to recommend such other measures for their adoption as they shall deem it expedient and proper.—*New York Journal of Commerce.*

THE GOLD DUST ROBBERY.

On Wednesday, at the early hour of ten o'clock, the prisoners, Ellis Casper, Lewis Casper, Emanuel *alias* Money Moses, Mrs. Alice Abrahams, Henry Moss, Amelia Moss, and Sarah Levy, were placed at the bar before Mr. HARDWICK for further examination. Solomons, who had been admitted as evidence for the Crown at the last examination, but who is still detained in prison, was also present during the investigation.

Mr. John Moppett (the captain of the *City of Limerick*), Mr. James Hartley (the prosecutor), Lea (the officer), and Moss, were examined. Moss stated that he had been foreman to the elder Casper, whom he had known for sixteen years. The witness here went into a lengthened and minute statement of his acquaintance with both the Caspers, and conversations he had with them about obtaining property. He said, that as far back as Christmas the younger Casper had required his services to obtain a box of specie, which was consigned through the house of his employers. As far back as January, the younger Casper asked him for a specimen of his handwriting, which he gave him, and which he said would just answer. After detailing the part he took in procuring the gold (which has been already published), said that Mrs. Abrahams was brought to him at a house in Oxendon-street, where he was secreted, and subsequently took away the gold. He afterwards met her in Lincoln's-inn-fields, when she informed him she had sold the gold to Solomons for 2200*l.*, but that she had not got the money for it, but merely an I. O. U., as an acknowledgment. He complained at the time that this was a very small sum, upon which Mrs. Abrahams said she did not know the value of it, and sold it for that sum. (She sold it for 2200*l.*) Mrs. Abrahams procured him a lodging near Peckham, where Davis and she had taken him, and subsequently brought him to Mr. Robinson's office, and he ultimately gave himself up to Roe, the officer, to whom he handed 140*l.*, and an I. O. U. for 1800*l.*, which had been given to him but a few minutes before. Moss gave his statement (the delivery of which occupied upwards of three hours) with great clearness, and at its conclusion the prisoners were remanded until Friday week.

DREADFUL ACCIDENTS.—On Wednesday week, four men named John Jagger, Joseph (brother of John), George (son of John), and a young man named John Robinson, were killed in the Park-pit, Worsborough, Darfield, in the occupation of Messrs. Fields, Cooper, and Co. An inquest was held on Thursday week, before Mr. Badger, coroner, when it appeared from the evidence of John Fisher, the hanger-on at the bottom of the pit, (130 yards deep) that the four unfortunate men, after having completed their day's work, got into the corf to be drawn out, and after ascended more than forty yards, the corf and the four men were precipitated to the bottom. There were killed on the spot, and Joseph Jagger, whose arm was torn off at the shoulder by the corf falling on him, died before he could be got home. On examining the rope, it was found that the cappil, or iron part (not the rope) had broken, and occasioned the dreadful accident.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

June 3.—In driving north of the engine-shaft, at the 100 fathom level cross-cut, we are still intersecting branches producing ore; the ground much as last described. In the eighty fathom level, west of the engine-shaft, the lode is still encouraging; twenty inches wide, and worth from four to five tons per fathom—good quality ore. The lode in the seventy fathom level, west of Rough's winze, still holds good; about two feet wide, and worth from five to six tons per fathom. In the sixty-two fathom level west the lode is about ten inches wide, and worth one and a half ton per fathom. The lode in the stopes, at the back of this level, has not been taken down during the last week, consequently no alteration. In the fifty-two fathom level west the lode is about eight inches wide, and worth one ton per fathom. In the stopes, back of this level, the lode is eighteen inches wide, and worth about four tons per fathom. In driving west, at the forty fathom level, there is little alteration. The lode in the stopes, at the back of this level, is still a good course of ore, from twenty inches to two feet wide, and worth about five tons per fathom. In driving west, at the seventy fathom level, on Flap-jack lode, we have this day cut into the lode about two feet, and find it to produce excellent stones of ore—encouraging. The tribute pitches are much as hitherto, looking well. F. PHILLIPS.

EAST WHEAL STRAWBERRY MINING COMPANY.

May 31.—Yesterday I was underground here, but our several pitches having been set on the last setting day for two months, and the contract for the completion of the new engine-shaft down to the twenty-four fathom level not being finished, we have no new contracts to make at this time. We have just holed the said new engine-shaft to the rise or winze coming against the shaft, and by the end of next week, or early in the following, I hope we shall finish cutting down the ground there, and begin at once to fix the lifts in that shaft. In a month more I think we shall be in a situation to commence sinking Orchard engine-shaft, on the Trewithian lodes, below the thirty-five fathom level. I am happy to say that the tribute department is looking improved since the setting on the 11th inst. One party of tributers working on the nine fathom level have discovered something like a new lode a few feet to the south of the old former workings, on the Trewithian north and south lodes; and so far as we have been able to see of this discovery, it appears likely to prove of importance and advantage to the concern. I admit, however, that it is rather premature to make any calculation until more ground is opened; the size already cut into this lode is about three feet wide, and worth three cwt. black tin per 100 sacks. R. ROWE.

PERRAN CONSOLIDATED MINING COMPANY.

June 3.—In the beginning of last week we cut the lode at the twenty-five fathom level, after driving thirteen fathoms north of Windus's engine-shaft, and I am happy to say the appearances are very promising, much more so than when we cut the same lode directly over at the fifteen fathom level. Its present size is from three to four feet wide, and what we consider to be a strong master lode, producing large lumps of lead ore mixed in jack, mundic, and soft spar, and imbedded quite in a congenial stratum of ground. Our principal rich ore ground which we drove through, over at the fifteen fathom level, is situated about twenty-five fathoms east of the end we are now driving in this twenty-five fathom level. At the fifteen fathom level we have two ends driving east on the course of the lodes, one on the Great North lode, and the other on the lode recently cut, about from four to six feet to the south of the said north lode, and in each of these levels the lodes are large, being full three feet wide, and passing through ground which will be taken away at moderate tributes. The last two new pitches which we set on the 18th ult., are looking well, and are producing a fair quantity of good work. This day fortnight we shall have ready for sampling thirty tons of rich ore.
RICHARD ROWE.

REDMOOR CONSOLIDATED MINING COMPANY.

June 3.—Johnson's Flat-rod engine-shaft is sunk nine feet below the seventy fathom level; the lode in the shaft is from eight to ten inches in width, yielding good work for silver lead ores. At the seventy fathom level north the lode is about eight inches wide, and producing some good work for lead. In going south, at this level, no alteration since last reported, as the lode has not been taken down. In driving west, on Johnson's tin and copper lode, at this level, the lode at present is disordered, being split into branches, some of which are producing good stones of tin. At the sixty fathom level going north, the lode at this time is unproductive. Johnson's whim-shaft is sunk six fathoms six inches below this level; the lode is about eight inches wide, composed chiefly of mundic, spar, and lead ores. In driving north and south, at the twenty fathom level, north mine, the appearance is much the same—favourable. We have not as yet discovered the back of the silver lead lode in the south part of the set. S. HARPER.

TAMAR SILVER LEAD MINING COMPANY.

May 3.—The 145 fathom level, north of the engine-shaft, the lode is about two feet in width, producing silver lead ores. In the winze sinking below the 135 fathom level north, the lode is from 18 inches to 2 feet big, producing stones of ore. We have commenced driving at the 115 fathom level south; the lode at this level is about six inches wide, not rich, but the ground is favourable for driving. At the 105 fathom level going south, the lode is from two feet to two and a half feet wide, and saving work. At the ninety-five fathom level south, we find the lode at present from six to nine inches big, producing ore, and presenting a favourable appearance. In driving south, at the eighty-five fathom level, the lode is from two feet to two and a half feet wide—orey throughout. At the seventy-five fathom level going south, the lode is three feet big, containing several branches of rich ore. The tribute department is progressing favourably, and we hope the men are getting wages.
MARK JAMES.

FOLBREEN MINING COMPANY.

June 1.—The ground in the cross-cut driving south of Vice's shaft, thirty-two fathom level, is somewhat improved, being more favourable for driving. In the end driving east, at the twenty-two fathom level, on Dorcas's lode, it is about four inches wide, producing good work for tin. The western end, at this level, and on the same lode, remains just as stated in my last report. The winze in the back of this level, rising on Dorcas's lode, is about six inches wide, yielding some very good work for tin. At the twelve fathom level driving west of Williams's shaft, the lode is small, and at present but little tin in it. In the bottom of this level, working on tribute by six men, we have a good lode, eighteen inches wide, and rich for tin; the remainder of our tribute pitches are, on the whole, looking very fair, and the men employed getting wages. In conclusion, we consider the prospects altogether are better than they have been for some time past. R. ROWE.

TINCROFT MINING COMPANY.

May 29.—We have still a good lode for tin in the engine-shaft, worth at least 50*l.* per fathom, and promising to continue. The 142 west has very much improved for tin; this end is now worth from 25*l.* to 30*l.* per fathom. The east end, at the same level, is yielding some tin, and very promising. The 132 west, and pitch in bottom of the same level, continue much the same as usual, producing good work both for tin and copper. I feel much pleasure in being able to say that I never saw this part of the mine, *i. e.*, about the engine-shaft, look so well and so promising as at present; more especially for tin. The 120 is also gradually improving for tin; I calculate the end is now worth from 12*l.* to 15*l.* per fathom; the 110 end, and stopes in the back of it, the eighty-one, seventy-two, and fifty-eight ends continue to yield fair quality work, both for tin and copper ore. I may venture to say, that on the whole our mine has improved since my last. W. PAUL.

ST. HILARY MINING COMPANY.

June 1.—In the eighty fathom level east of engine-shaft the lode is two feet wide, with stones of ore. In the eighty fathom level west of ditto the lode is two feet wide, with stones of ore. In the seventy fathom level west of ditto the lode is ten inches wide, good yellow ore. In the seventy fathom level east of ditto the lode is eighteen inches wide, producing two-thirds of a ton per fathom. In the sixty fathom level east of ditto the lode is one foot wide, orey throughout. In the winze in the bottom of the sixty west the lode is ten inches wide, orey throughout.

June 2.—On my return from Purbeta last night I heard of the boiler being burst at Wheal Leeds, the tube is not actually destroyed, and the house levelled to the ground; the engineer says there can be no blame attached to any party—there shall not be one moment lost to repair the boiler, &c. The engine will go to work this evening with one boiler, which will keep the water to the sixty fathom level, and the other boiler will be repaired, and the steam up, by Friday next. There was one boiler burst at Wheal Ver just at the same hour. C. H. RICHARDS.

TRELEIGH CONSOLS MINING COMPANY.

June 1.—You will perceive by our setting that the pitches continue to look well, and being taken at our prices we may calculate on the men getting fair wages. Two or three were out set, but no doubt will be taken in the ensuing week. Our tutwork department is also cheering, particularly the forty fathom level east of Christoe, which is worth from 10*l.* to 12*l.* per fathom for copper, and I have no doubt will yet improve. The thirty and forty fathom levels west are in disordered ground, but the twenty east and west are producing good ore, and we anticipate their opening tribute ground. The twenty cross-cut is getting near the middle lode from Christoe shaft; it is good ground for driving, and congenial for copper. Good Fortune shaft, and the twenty fathom level at Shanger, will be communicated about the middle of next month, after which I hope to increase the tribute in this part. W. SQUIRES.

GWINEAR MINING COMPANY.

June 1.—In the thirty fathom level east of engine-shaft the ground is improved, with a small branch of tin. In the twenty fathom level east the ground is improved, with a small branch of tin. In the twenty fathom level west the ground is very hard and poor. In the ten fathom level east a good branch of tin. C. H. RICHARDS.

WEST WHEAL JEWEL MINING ASSOCIATION.

June 3.—Buckingham's shaft was sunk nearly two fathoms last month—ground continues much the same. We have set to rise against the shaft in the back of the forty-two fathom level. The south adit shaft was sunk and risen against 3 fms. 4 ft. in the past month; lode about eight inches wide, composed of black and grey ore and spar, rather improved since last reported. In the 30 east, on the south branch, lode much the same. In the 30 west, on the lode cut in the south adit shaft, lode about one foot wide, spar, prian, gossan, &c. At old sump-shaft we have cleared out the twelve fathom level, and find Tolcarne's tin lode heaved by a small cross-course about twenty fathoms, where the old adventurers drove west about eight fathoms; the lode is about two and a half feet wide, composed of gossan, spar, prian, &c., with small branches of black and grey ores—a very kindly lode. We cannot do anything on it at present for want of air, consequently we have put the men to drive the thirty north to cut, expecting to let down the water. In Wilkinson's shaft the lode is about two feet wide, composed of peach, spar, &c., with spots of ore and tin. In the deep adit west on this lode about eighteen inches wide, of spar and peach, intermixed with black and grey ores.
M. WILLIAMS. S. LEAN.

GREAT WHEAL CHARLOTTE MINING COMPANY.

June 3.—The lode in the sixty-two fathom level west is about six feet wide, and continues to look pretty well, yielding at present about five tons per fathom, worth 4*l.* per ton. The stopes in the bottom of the fifty-two fathom level are much as when last reported, producing about two tons per fathom. The lode in the forty-two fathom level west from Midwinter's has been heaved out of its regular course by a run of slides intersecting it, at present we are driving south in search of it, and hope by driving six or eight feet further in that direction to fall in with it again. The lode in the thirty-two fathom level west from Midwinter's has also been in a very unsettled state, owing to a similar occurrence, which the ground about Midwinter's shaft is very subject to. In the former part of last month we met with some good stones of ore, and the lode presented a kindly appearance, but afterwards became poor, and very small, but within the last two or three days it has again improved, and at present it is about two feet wide, composed of peach and mundic, with good stones of ore. The thirty-two fathom level east from Moyle's looks more favourable than for some months past; the lode is about eighteen inches wide, with good stones of ore, though not anything worth saving out. The twenty-five (or middle) level west from Midwinter's is poor, and the lode small. The engine-shaft has been sunk to within five feet of the (proposed) seventy-two fathom level, and we hope to complete it by the end of June, when we shall commence driving towards the lode, which we calculate on reaching by the end of June or early in August. The ore ground about the engine-shaft continues to produce much the same quantity as for some months past, but about Midwinter's the returns are very much on the decrease, and unless some favourable alteration takes place shortly in that part of the mine we cannot calculate on an increase to our present returns. You will perceive by this brief statement that our prospects are rather flat, however, I hope our next level will lead to a more favourable result—we have every reason to expect it if the ore in the sixty-two fathom level should hold down.

CORNUBIAN MINE.

Chiverton, June 4.—The forty fathom level east, on the south lode, is still poor, and the ground hard. The same level west, on Chiverton lode, we have turned north to cut the north part, but we have not cut it as yet; there is plenty of water proceeding from that part. The thirty-two fathom level west, on Chiverton lode, the lode is small to what it has been, but still there is lead in the level. The same level east, on the south lode, is looking well. The rise in this level that I mentioned last week is holed to the winze, and we have set a pitch in the back of this level to three men at 60*s.* per ton. We weighed off the parcel yesterday for Dr. Somers, and it is, gross weight, 78 tons 6 cwt.; water weight, 1 ton 4 cwt. 3 qrs.—Total, 77 tons 1 cwt. 1 qr. We have now dressed 17 tons; undressed, 33; broke underground, 7.—Total, 57. JOHN BORLASE.

UNITED HILLS MINING COMPANY.

May 29.—In reply to your letter of the 16th inst., by Mr. Smith, we beg to send you a statement of our present appearance in the underground department of these mines, as well as our future prospects, which we hope will give satisfaction. Our adit end east for many fathoms driving, and up to the present time, has produced but little ore, yet we look forward to a short period of time, from present appearances, to have a change much for the better. In the ten fathom level for some weeks past the lode has been improving in appearance, and we have been rising some ore of a good quality, and opening new ground for tribute. The twenty fathom level is also improved in appearance, although we cannot say much of the quantity of ore saving from this end at the present time. The thirty fathom level we have suspended for a little time in consequence of its being extended farther than any of the levels above, as we may soon expect to meet with a cross-course, therefore should prefer cutting it a more shallow level previous to the thirty fathom level: in the bottom of this level we are sinking a winze about fifteen fathoms to the east of Williams' shaft, and another about twenty-seven fathoms to the west of diagonal-shaft; the lodes in each are looking very well, and from the present appearance of the underlay we have every reason to expect that there is more lode to the south of the forty fathom level driving east of Williams's; this we shall prove as soon as we get the winze a little deeper in the forty fathom level. West of Williams' shaft the lode is very large, producing ore throughout; here we shall raise a good quantity of ore in stoping from the end to the western diagonal-shaft, which, when done, we shall immediately commence sinking the said shaft to the fifty fathom level. Williams' engine-shaft we are sinking towards the fifty fathom level, as favourable as can be expected; here we have a large lode, producing ore on the north part of a good quality; we are now under the forty fathom level seven fathoms. In the western mine, the lode in the thirty-six fathom level east of Turton's shaft still continues large, but does not contain so much ore as for some months past. The lode at the twenty-seven fathom level at present is poor, but we shall soon be over the run of ore discovered in the level below. In the thirty-six fathom level west the lode is large, producing ore throughout, but coarse in quality. Since our last annual report we are happy to state that our workings at surface are very much improved, that we have effected a great saving in having a steam-whim at work, commanding the whole of the drawing at three shafts, which we could scarcely have accomplished by horse power; our dressing floors are improved, and much more commodious than heretofore; we have now a continual stream of water drawn to surface by Williams' engine, which runs from Williams' shaft through the mine to the middle floors, where we use it in cleaning the small parts of the ore, thereby saving the carriage that formerly was very heavy to the crushing floors; and this stream is rendered more valuable by its afterwards emptying itself in the stream running over Leonnard Bray Mills, making us now independent of a short supply of water for crushing and stamping, which we were previously liable to in the summer season, and provided eventually it should meet your approbation we shall be enabled to erect two or three stamping-mills for returning of halvans by the side of the hill that will not interfere with the duties of the stream before-mentioned.

You must be well aware that a great deal of our high ground during the last twelve months has been taken away on tribute, but we have in reserve nearly all, in whole from James shaft, twenty fathoms east of the Diagonal shaft, from the thirty to the forty fathom level, a distance of ninety fathoms. With respect to our future operations, we think it well to call your attention to the sinking of a new shaft, to the west of Clarke's shaft, in the western hill, in the land of the executors of the late Lord de Dunstanville, which will be very desirable in proving this part of the mine, where we have every chance in sinking to meet with shallow bunches of ore, and giving a fair and satisfactory trial of the lode. From our weekly reports you will find that we have driven through a bunch of ore at the thirty-six fathom level, east of Turton's, about twenty-seven fathoms; this ground is all in whole from surface, and as soon as we can communicate the twenty-seven fathom level to this bunch of ore, there cannot be a doubt but that we shall derive great benefit from the pitches; that we may cut about the thirty-six fathom level, any further information you may deem necessary previous to the meeting, we shall feel a pleasure in communicating.
C. PENROSE. N. LANGDON.

FOREIGN MINES.

BRAZILIAN COMPANY.

Cata Branca, March 5 [a previous letter missing].—You will be sorry to see the little produce from the new engine (No. 3). The stone from immediately where we holed, and which alone has gone to the new mill, has proved miserably poor, which, in itself bad enough, is just at this time doubly so, for being directly in the way, it must be cleared out before the transverse through the deep adit can be completed. It will occupy fully this month to bring the adit into working order, after which I trust no stand fast will occur. Nos. 1 and 2 engines have also been under the mark the past week. Perhaps the stuff generally has been a little poorer, but from circumstances they have not done their work. They are now in tolerable order. I am (as I can) sampling the deep adit at different distances, so as to arrive at some sort of knowledge (imperfect I confess) of its value.

March 10.—The gold extracted from 1st Jan. to 6th March amounting, exclusive of duty, to 120 lbs. 11 oz. 9 dwts., went forward yesterday to Rio for shipment.—Arrived per *Swift* packet.

Informing you that the different important works in progress are advancing rapidly, I am, &c., W. COTESWORTH.

Gold return from 16th Feb. to 8th March, 35 lbs. 9 oz. 4 dwts. 21 grs.; ditto, for the month of Feb., 49 lbs. 1 oz. 7 dwts. 9 grs.

The following letter relates to Conceiçao:—

Cata Branca, March 9.—I hope to go to Conceiçao on Monday, and will on my arrival write to you explaining fully our proceedings. The weather has somewhat retarded the different works in progress, more particularly by preventing the carts with the timber, &c., from coming in, but I do not apprehend that the original estimate of time, viz., twelve months from the end of January, 1839, will be exceeded. I rather hope, with good fortune, and great exertion, to accomplish our object in a month or two less.

I have only to add, that the three years further extension of time has been legally made. W. COTESWORTH.

BOLANOS MINING COMPANY.

Bolanos, March 9.—Fearing that my letters may be too late for the packet, I send these few lines earlier than usual, requesting you will inform the directors that some days ago I was called in a hurry to Zacatecas in consequence of a new discovery made in the end of San Alexandro cross-cut south of Gallega; it is a vein, as far as I could judge, nearly parallel to the Veta Madre, and about two varas, with three-quarters of a vara of smelting ores.

ANGLO-MEXICAN MINING COMPANY.

Guanaxuato, March 23.—The memorial for the week was $247 6 3½ buscones half share $180.

The company's one-half of ore is estimated at thirty cargas, worth fourteen marcs per monton for silver, with a ley of gold. The memoria for last week was $349 5 9, and the sale of buscones for their half $207 7. The company's half of ore is estimated at thirty-two cargas, worth twelve marcs per monton.

March 30.—Owing to many feast days, no sale, and the week's expenses limited. No alteration in the campos.

April 6.—The memoria for the week was $227 6; the buscones half sale $265.

The company's half of ore is estimated at thirty-two cargas, worth about twelve marcs per monton for silver, with a fair ley of gold.

Asuncion.—In San Pedro six herramientas by day, and five by night, have produced seventy-five cargas of ore, worth eight and a half marcs per monton. The ley of the ore in the pozo has fallen off, but at the frente the ores are again improving; when the holidays are past we shall be able to commence the work in the contra cielo. In Santa Isabel one herramienta by night has produced three cargas of ore, worth eighteen marcs per monton for silver, with a ley of 250 grains of gold. There has been no partition of buscones ore, but the amount produced in the week is estimated at eight cargas, worth thirty marcs per monton for silver, with a ley of gold. In San Esteban eight varas have been advanced, with a cost of $43. In the pozos of Sangre de Cristo $46 have been expended, principally in repairing the road to some detached pozos to the south-east of those first opened, where all appearances are encouraging. In the level Dios te Guia one and a half vara has been driven, at a cost of $39—ores appearing but poor. If when the holidays are past the produce does not improve in the labores some of the speculative works must be stopped.

March 30.—In the labor of San Pedro six herramientas by day and night produced fifty cargas of ore, worth eight and a half marcs per monton—appearance improved. The ventilation so far completed as to enable us to commence working in the contra cielo. In Santa Isabel one herramienta by day and night has produced four cargas of ore, worth sixteen marcs per monton for silver, with 250 grains of gold. The work of buscones has produced about four cargas of ore, worth twenty-five marcs per monton. The level of Dios te Guia ores were appearing, the quality not known. The drainage of the pozos of Sangre de Cristo has been suspended for the week, and also the level of San Esteban, until such time as the appearance of the ores will justify resumption of the work. The holidays are now passed, and we are preparing to try the contra cielo of San Pedro, it may therefore be expected that the coming week will show improvement on the two last past.

April 6.—The labor of San Pedro with eight herramientas by day, and seven by night, has produced ninety-three and a half cargas of ore, worth from seven to eight marcs per monton. Santa Isabel, with one herramienta and one barretero by day, has produced eight cargas of ore, worth eight and a half marcs per monton for silver, and a ley of 100 grains of gold. In the level of Dios te Guia small patches of ore are occasionally appearing. It is believed we are near the bottom of some of the pozos of Sangre de Cristo, and the earliest opportunity will be embraced to make a trial of the ores. The labor of San Pedro is not so favourable, though improving in the quality of the ore. The ore produced by the work of buscones is estimated at six cargas, worth sixteen marcs per monton.

THE MINING SCHOOL.

The Professor of Metallurgic Chemistry and Mineralogy in the Mining School, has addressed the following notice to the students in those branches:—

The time of the preparatory course drawing fast towards its termination, those who purpose to attend the lectures on Metallurgic Chemistry or Mineralogy, without having hitherto paid much attention to those studies, should avail themselves of the interval, to acquire some introductory acquaintance with them, not only as helpful to their understanding of the lectures, but as essential to their unrestrained scientific and practical progress.

For Metallurgy, the reading of a concise elementary treatise, with a few simple experiments, will be as much as the time admits; and for those who are not already provided, Dr. Reid's "Rudiments of Chemistry" may be one of the most suitable, as well as concise. Dr. Reid's text book will be employed in the chemical course.

For Mineralogy, their reading should be in presence of an arranged collection, where such is accessible. Phillips's treatise, (last edition by Allan) will be the class book; but for the temporary purpose, the more concise mineralogy, especially the metalliferous portion, in Griffin's treatise on the blowpipe will be convenient.

Both classes of students will gain much time by acquiring the practice o the blowpipe; for which Griffin's treatise also gives copious instructions.

Plymouth May, 23. J. PRIDEAUX.

ON THE MANUFACTURE OF SALT.

It will be observed, by a notice under the head of "New Companies," in our columns of the present week, that one has lately been formed under the patronage, and supported by parties of undoubted wealth and general information, having for its object the application of the patents of Messrs. Wilson and Baylis, by which the article is produced at a lower rate, and of purer quality; judging from the testimonials appended to the prospectus of the company, as also the remarks embodied in a pamphlet on the advantages attendant on "the manufacture of salt from sea water and inland brine-springs," we consider the subject one of great public importance, without reference to the advantages which may be calculated upon by the shareholders.

In some earlier numbers of the Journal, we remarked on the monopoly of salt in India, and the ill effects consequent on such measure; and it is in our recollection the comparatively heavy price at which this article was formerly rendered, before the reduction of the duty—an article, whether as one of consumption, for which so considerable a demand exists, in domestic uses, in our fisheries, in the production of soda, or in the various arts and manufactures, of which it forms a component part.

The "National Patent Salt Company," established some time since, and whose works are situate at Wharton, in Cheshire, is, we believe, progressing highly satisfactory, having already declared a dividend, with every prospect of increase, and thus rendering it an eligible investment. Judging, then, from the success which has attended the undertaking, and reviewing the testimonials which accompany the prospectus, emanating as they do from Messrs. Brande, J. F. Daniell, Birkbeck, Hemming, and Carpmael, we trust that the expectations entertained by the projectors of the measure will be found to be fully borne out on a working scale, and that the public, as well as the shareholders, may benefit by the economy of reduction, as well as obtain an article of greater purity.

The peculiar advantages which appear to us to present themselves are, that the operations of the company are confined to no locality, the main object being to secure the fuel required for evaporation at a low price.

A return has been laid before Parliament of the amount of deficiency bills issued to the Bank of England since the 5th of January, 1839, which is stated to be 23,699,948*l.* The same paper contains the weekly returns from the Bank of England to the Stamp Office, from the 1st of March, 1837, to the 1st of March, 1838. The highest return was 20,379,155*l.*, for the week ending July 21, 1837; and the lowest was 16,940,378*l.*, for the week ending 6th of January, 1838. The fluctuations in the quarterly averages of the deposits, which the same return exhibits, from the 1st of March, 1837, to the 1st of March, 1839, have not exceeded 1,600,000*l.*; the highest was 11,555,000*l.* for the three months ending the 6th of March, 1839; and the lowest was 8,949,000*l.*, for the three months ending the 13th of November, 1838.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Geographical	21, Regent-street	Monday	9 P.M.
British Architects	43, King-st., Covent-garden	Monday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8½ P.M.
Society of Arts	Adelphi	Wednesday	7½ P.M.
Medico-Botanical	32, Sackville-street	Wednesday	8 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Rl. Society of Literature	St. Martin's-place	Thursday	8 P.M.
Royal Astronomical	Somerset House	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PUBLIC COMPANIES.

MEETINGS.

Bolivar Mining Association	London Tavern	June 8	1.
India Steam Ship Company	61, King William-street	10	1.
Jamaica Steam Navigation Company	Jamaica Coffee-house	11	1.
Royal Santiago Mining Company	88, Broad-street buildings	12	1.
Mexican and South American Company	18, New Broad street	12	1.
London Joint-Stock Bank (special)	Princes-street	12	12.
Grand Junction Water-works	Brook street	13	12.
Mount's Bay Mining Company	King's Arms, Holborn-bridge	14	—.
Cornubian Lead and Silver Mine	London Inn, Devonport	17	12.
Vauxhall Water-works	Kennington-lane	17	3.
Legal and General Life Office	Office, Fleet-street	17	1.
Eastern Counties Railway	London Tavern	17	12.
Hungerford Market Company	9, Villiers-street, Strand	19	1.
Lancaster and Preston Junction R'way	Town-hall, Lancaster	19	1.
Bissoe Bridge Mining Association	George and Vulture	20	12.
Colombian Mining Association	3, Freeman's-court	20	2.
Gas Light and Coke Company	New Bridge-street	22	11.
Kellewerris Mining Company	London Tavern	22	1.
National Reversionary Investment	65, Old Broad-street	22	2.
National Provincial Bank of England	15, Austin-friars	25	1½.
Perran Consolidated Mining Company	St. Mildred's-court	26	2.
Canada Company	St. Helen's-place	27	1.
Grand Western Canal	London Tavern	27	11.
Colonial Bank	London Tavern	July 2	12.
Atlas Insurance Company	Office, Cheapside	3	1.
Redmoor Consolidated Mining Co.	2, St. Mildred's-court	3	1-2.
Scotland Mining Company	Sun Fire-office	4	12.
National Cognac Brandy Distillery Co.	King-street, Snow hill	11	1.

CALLS.

Midland Counties Railway	10*l.*	June 8	Glyn, Halifax, and Co.
Gwinear Mining Company	1*l.*	17	62, Lombard-street.
West Wheal Jewel Mining Co.	10s.	17	London & Westminster Bank; & Western Dist. Bank, Truro.
	10s.	July 17	
Robinson's Patent Bitumen	10s.	21	Glyn, Halifax, and Co.
Gravesend and Milton Cemetery	1*l.*	26	Spooner, Attwoods, and Co.
Eastern Coast of Central America	14*l.*	July 1	Office, 60, Moorgate-street.
London and Birmingham R'way Hotels	10*l.*	10	Glyn and Co.
Cambrian Iron and Spelter Co.	2½*l.*	Aug. 1	London Joint-Stock Bank.
Rhymney Iron Company	5*l.*	Sept. 5	7, Laurence Pountney-hill.

DIVIDENDS.

Anglo-Mexican Mint	24s. per sh.	9, New Broad-st.	June 1.
Commercial Bank of New Orleans	4 per cent.	16, Tokenhouse-yard	7.
Holmbush Mining Company	1*l.* per share	New Broad-street	27.
Consolidated Copper Mines of Cobre	2*l.* per share	28, Austin-friars	29.
West Middlesex Water-works		Office	July 5.
Bank of British North America	12s. per sh.	7, St. Helen's-place	5.
Regent's Canal		City-road-basin	22.

NOTICES TO CORRESPONDENTS.

Mr. William Millet Thomas.—Some observations will be found in our Journal of this day having reference to an article which appeared in our columns of the 18th ult. We press upon our readers for early assistance, to enable us to protect their interests, and to uphold the independence of the Mining Journal.

Share List.—In reply to several subscribers, we have to state, that where no business has been done, during the week, the price of the last transaction remains, and hence the apparent errors complained of. Were we to quote only the business done, 450 out of the 500 would be in blank.

"Nick's" communication has not come to hand.

"L.P."—After the 18th.

School of Mines.—"A.'s" letter shall receive attention.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, JUNE 8, 1839.

It is at all times with reluctance that we intrude on the attention of our readers any subject in which we may be personally concerned, and, indeed, but that other interests were involved besides our own, we should even now be silent. Circumstances, however, have arisen which preclude us, as public journalists, from pursuing the latter course, and hence the necessity of alluding to proceedings emanating from some remarks which appeared in our columns of the 18th ult.

It will be in the recollection of our readers the *exposé* which took place in the affairs of the West Cork Mining Company, and the results attendant that exposure. Not only was our character on that occasion maligned, both in our private and public capacity, but a rival publication was got up, with the view of injuring, or if possible supplanting, the Mining Journal, and which met the fate which might naturally have been anticipated. Not content with thus endeavouring to inflict injury on us for having only done our duty, Mr. Joseph Pike commenced legal proceedings, which were also attended with the like results as that of the publication—pecuniary loss to the originators, and a disgraceful retreat. In the instance of this action for libel, after many procrastinated delays, a nonsuit was entered, and the natural consequences followed, that of the *taxed* costs falling on Mr. Joseph Pike, the *injured* plaintiff.

It would appear from the following letter, received on the 30th ult., that there is another party in the field, who boldly expresses his intention of bringing us into court, and placing in the hands of a jury the article alluded to; leaving them to determine how far *his* character is injured, and how far *we* can justify the language used in the miscalled libel, if such the law should determine it to be. Here is the letter:

Truro, May 28, 1839.

Sir,—We have been instructed by Mr. William Millet Thomas to commence an action against you, as printer, publisher, and proprietor of the *Mining Journal and Commercial Gazette*, for a libel which appeared in that paper on the 18th inst., imputing to him dishonest practice, and calculated to injure his character.

Will you favour us with the name of some solicitor to whom, as your attorney, we may send the necessary process, so as to avoid the necessity of troubling you by personal service.

We are, Sir, your obedient servants,

Simmons, Passingham, and Simmons.

Henry English, Esq., "Mining Journal" Office,
12, Gough-square, London.

We will now proceed to examine the article in question, and see whether we were right in the conclusion at which we arrived, or were justified in using the expressions which we did on that occasion; some of them being, we admit, home truths, and therefore, perhaps, not the most palatable. First, then, we declared "Mr. William Millet Thomas was the projector and self-constituted managing director;" this we presume will be admitted. We next adverted to that gentleman's "reputation in 1826," and we believe it will not be disputed that that gentleman's "reputation" for mining knowledge was such as ought to "have induced the public to ask some few questions"—and we again say, "that it is with feelings of surprise that we find" the scripholders in the Kellewerris should have so long delayed taking active measures after what has aken place in this and other companies. We then proceeded to name the several undertakings projected, as we believe, by this gentleman, "the prospectuses and reports of which," we stated, "are rich in themselves in *promise*, and to which we believe have the operations of the several undertakings been confined." We repeat such is our belief. The purchase-money or free shares we did not think right to animadvert upon, and the recommendation that the greatest caution is necessary in mining pursuits, "whether as listening to the reports and representations of interested parties, or the various statements which arise from prejudice, or want of principle," will, we think, even by Mr. W. M. Thomas, be considered only prudent on the part of every adventurer.

The formation of companies, and the misrepresentations put forth on such occasions, have been so general, that we have often felt it our duty to remark upon them, and to caution our readers in embarking capital without having satisfied themselves of the prospects of the undertaking. As regards the "British Mining Association" of 1825, our information was gathered from Mr. Millington himself and other authorities, which we have reason to believe are unquestionable.

It may be said, it is true, that 30,000*l.* has not been expended on the Kellewerris Mine—this it is not our business to inquire. We take the figures as appears by the prospectus, and the advertisements of *calls made* on the number of shares of which the company is composed. The debts incurred on the several undertakings for which proceedings were instituted in the Stannary Court, we collect from the published evidence of Mr. Tribe, the secretary. We will not, however, follow out the justification which we may find necessary to enter on record in our defence of the pending action, but have only to say, that we shall be ready before a jury to justify any remark we have made in the columns of the Mining Journal, fearless of results—which, under any circumstances, cannot but redound to its credit, as being the independent advocate of the mining interests, and the exposer of abuses.

Having stated the position in which we are placed by the course we have pursued, it only remains for us to impress on those who have suffered from misrepresentation, or who may possess information bearing on the subject at issue to favour us with communications whereby we may adduce evidence in support of the views we have taken, and the opinions we have expressed. We feel assured we have the best wishes of our readers that we may come out of the contest successfully, as we must in any case, with honour. Whatever may be the result, we shall never regret having directed public attention to the subject, nor shall we ever be found wanting in our duty, while it will ever be our endeavour, as it has heretofore been, to avoid making statements which are questionable as to their truth, or which may require to be retracted. Again we have to request the assistance of our friends, that so overwhelming a mass of evidence may be adduced as to prove, that whatever may be the construction, in a legal sense, of what is, or what is not, a libel, that we shall at least, in the opinions of all honest men, be deemed as having only proved that we know what is right, and that we have independence enough to maintain it.

It is satisfactory to find that the present summer will form an era in the history of railway undertakings, equal in importance to the last, which was distinguished by the completion and opening of several great works of this kind, more especially the London and Birmingham line. On the day of our last publication the London and Croydon Railway was opened, with appropriate form, by the Lord Mayor, the directors, and other gentlemen connected either with the undertaking or with the city. The distance from London Bridge to Croydon, which forms a tiresome hour's ride, if not, indeed, still longer, by the coaches, was passed over by the trains in fine style, notwithstanding the recent completion of the works, and the time appears scarcely to have averaged twenty minutes—on one occasion, it is said, but sixteen. The opening of this railway to the public during the present week, will have rendered accessible to the inhabitants of the metropolis a beautiful portion of the neighbouring country, which will, doubtless, be frequented by many; but the point of view in which it is most important, is, of course, as a first stage upon the Brighton and the Dover lines, both of which will diverge from it at Croydon, and are now proceeding as rapidly as circumstances will allow. The Croydon Railway thus furnishes the first step not only to our most fashionable watering-place, but also to Dover, Calais, Paris, and the continent generally; and viewed in this, which is indeed its proper light, becomes a work of much greater importance than the name of its terminus might convey to those who are not familiar with the nature and design of our southern railways. In addition to the engineering difficulties surmounted in this line, the directors have successfully encountered considerable opposition, and carried through several applications to Parliament, while they have the further merit of overcoming those too common, but most embarrassing annoyances, arising from fallacious estimates, and excess of expenditure above the contemplated amount of capital. At these difficulties we need now only glance, in order to show that even in the completion of this short line, energy and perseverance have been necessary in a greater degree than might, perhaps, be imagined.

In the north of England railways are proceeding rapidly, the entire line from Nottingham to Derby has lately been opened, and the distance between these towns, although about sixteen miles, has thus been reduced to little more than half an hour's journey—in a manufacturing district an advantage of well-known importance. The Manchester and Leeds Railway, an undertaking of considerable magnitude, and, from the peculiar nature of the country, of considerable difficulty also, is making very favourable progress—a portion of it, sixteen miles in length, having lately been completed and opened. This portion extends from Manchester to beyond Littleborough, at which point is the summit level of the railway, at an elevation of 330 feet above the terminus in that town; and here a bold tunnel, about a mile and a half in length, is now being excavated through the rock. This bold and difficult line of railway will be of infinite advantage to the district through which it passes, opening a communication, as it does, not only between the two great towns of Manchester and Leeds, which forms its terminii, but also the intermediate ones of Rochdale, Todmorden, Huddersfield, Halifax, and Wakefield—all of them places of considerable population, and well known as the seat of manufactures. In noticing the partial opening of this line, the *Manchester Guardian* well remarks:—"We may congratulate the inhabitants of Rochdale on their being thus brought within twenty minutes distance of Manchester; and we doubt not that they will soon discover and experience the advantage which this practically nearer neighbourhood will give them to the great market for their manufactures, and the great centre of the business and commerce of the district. Another iron link is added to the chain of communication, which 'ere long will encircle in its wide embrace, we trust in bonds of union, the whole of our manufacturing and commercial towns and great sea-ports."

We have the more pleasure in quoting these sensible and characteristic remarks, as our Manchester contemporary dates his article from a town, which, independently of standing unrivalled in point of wealth, manufactures, and population, may be considered as the great centre of railway experience in this country. It was here that our earliest railway terminated—from hence now diverge a greater number of these communications than from any other town in England, with the sole exception of the Metropolis. Manchester has experienced the practical benefit of railways more than any other place, and her wealth and enterprise has contributed in a very great degree to extend these benefits into other parts of the kingdom. For these reasons, then, we are disposed to set a high value upon an authority thus favourably located for witnessing the practical advantages which result from railway communication.

The York and North Midland Railway has been rapidly progressing for some time past, and has lately been opened from the terminus at York to the point where it unites with the Leeds and Selby line, near South Mitford. The importance of this communication to the ancient city of York must be very considerable, as it brings the great manufacturing town of Leeds, and the flourishing port of Hull within the limits of a short and convenient journey, while it will hereafter render a number of other large towns, as Wakefield, Sheffield, and even Manchester, readily accessible. At no distant period indeed the progress of the Great North of England Railway will connect York with Newcastle, and the other large towns of the north of England, securing to that city a benefit which might otherwise have been lost in the present great revolution of internal communication—that of remaining on the direct line of thoroughfare between London and the Scotch metropolis.

The foregoing remarks applying exclusively as they do to those works which have been either wholly or partially completed during the last week or two, will prove in a most satisfactory manner the energy with which both engineers and directors have fulfilled the difficult and anxious trusts confided in them by the proprietors. They will prove the progress which has been made in railway constructions during the past winter—long, tedious, and unfavourable to such works as it has been—and the cessation of so much heavy and hitherto unproductive expenditure, must have a most beneficial effect upon the railway interest, since works which have hitherto been a continued drain of capital will now begin to produce remunerative returns.

We have long anticipated that the ill-judged perseverance in the restrictive system of vend adopted by the northern coal owners, although successful for a time, would in the end, like all bad and vicious principles, frustrate its own object, and such there is every prospect will shortly be the case. It will be seen from our columns of to-day that the inland coal owners are stirring themselves to obtain a portion of the supply of the London market, and that one very important step has been made towards it, in the reduction which they have obtained in the tonnage dues of the canals communicating with the Metropolis. Space does not allow us at present to enter more fully into the subject, which is too important to be incidentally discussed, but we hope this circumstance will open the eyes of those parties whose property will be affected by the change, and that they will at length adopt a course more in accordance with the true interest not only of the public, but, as we believe, of themselves also.

We have for the past three weeks been expecting to be favoured with further reports or estimates, by way of explanation, of the "Talacre Iron and Coal Company," so as to enable us to form a judgment of the correctness of the representations set forth in the *Dublin Evening Packet*, which appeared to us at the time, and still does so, as being far too highly coloured.

In the absence of these documents our attention has been drawn to several paragraphs, which have gone the round of the provincial press, of "Discovery of Iron Ore,"—vast royalties, and, indeed, outheroding Herod in the contemplated advantages and profits to be derived. There is, undoubtedly, a wide field for enterprise in the establishment of iron works and the working of collieries possessing the local advantages which are represented to attend those possessed by the "Talacre Iron and Coal Company," but if such be the case, the less necessity is there for the insertion of paragraphs, clearly emanating from the parties interested or projectors of the undertaking—the object being sufficiently apparent to render comment unnecessary.

The continued large demand, and the prices obtained, must be highly satisfactory to those embarked in the iron-trade, and justifies, perhaps, the further investment of capital and formation of companies like the present; yet we cannot but be somewhat incredulous, when we find that measures are resorted to, and statements drawn up, whether "signed by Mr. Bagnall," or any other "eminent mining engineer," which certainly do not reflect credit on the good sense or knowledge of business of the parties. So easy is it to take a false data, and multiply profits on paper, that we feel assured we shall only be considered as doing our duty in pointing out the absurdity of statements of this nature. It is easy to say if one furnace or pair of pits yield a certain profit—so is it increased by the number of furnaces or pits worked; but it must not be lost sight of, that you must first ascertain and prove that such profit

can be realised, and that prices will be maintained with a demand co-equal with the supply, otherwise the calculation might be made with equal propriety as to the loss which would arise on a certain number of furnaces, taking one as the basis on which such calculation is formed.

It is not our wish unnecessarily to bring before our readers any particular company, either as laudatory of its merits or condemnatory of the representations made, but we feel that our silence might be misconstrued, and hence our present observations.

Since writing the foregoing, we observe that the advertisement of the company has appeared. We have the prospectus now before us, in which there is a *hiatus* which should, we think, be supplied. The mining engineer reports that—

If we contrast the Talacre property with any similar undertaking in the different mining districts of Staffordshire, Shropshire, and South Wales, for which, in some cases, even hundreds of thousands of pounds have been given, we find that this property possesses such advantages as render it difficult to estimate its great and real value.

We would here ask, what is the amount given for this estate as purchase-money? and would further direct the attention of the mining engineer to some figures which are embodied in his estimate.

In the first place, referring to the capabilities of the land, the basis on which the calculations are made, is that a pair of pits will produce sixty tons of coal each per diem, or that fifteen pairs of pits will give 900 tons per diem; and on this is the estimate of profits formed, although the home-trade is stated to be only 300 tons, or one-third the quantity contemplated being raised. It is true, that there is the consumption of coal in the manufacture of iron, which, on 8600 tons, would be equal to 29,700 tons, making in all 119,700 tons; but as the profits are calculated upon 270,000 tons being sold instead of 90,000 tons, we are doubtful as to the correctness of the data on which Mr. BAGNALL has founded his conclusions.

We find, moreover, that although the capital is set down as "required to work the coal" at 26,250*l.*, for fifteen pairs of pits, that a note of explanation is appended, which shows that four will only be sunk instead of fifteen, as levels will be driven. Why, then, we would ask, is the estimate given of cost of fifteen pairs of pits, but to mystify, while the "capital required to work the iron" is named in one amount, without any detail?

We have not space on the present occasion to enter into the minutiæ of the estimates of the "Mining Engineer," but as we have happened to fall on one item in his calculations, in which there appears to us to be an error, we feel well satisfied that he will be obliged to us for pointing it out.

In the calculation, showing a profit of 27,000*l.* per annum, arising from the land sale of coal, allowing that three times the quantity could be sold, for which there is at present a demand (a position we are not at all disposed to admit), it is assumed that the "minimum price of coal at pit's mouth" is 8s. 8d., while the cost is shown to be 5s. 2d., thus leaving a profit of 3s. 6d., although it should be observed 2s. only is taken in the calculations referred to.

If reference be made to the estimates themselves, as annexed to the prospectus, it will be seen that the produce of the coal seams, as coal and slack, gives only about 7s. 9d. per ton instead of 8s. 8d. —and thus assuming that 270,000 tons per annum would be sold, a deduction of something like 12,500*l.* should be made from the profits. If we are right, this is an important feature, as showing that the estimates have not been carefully made; and if we can detect an error of this nature, we should be disposed to place but little reliance on those items which form a grand total without details.

The prospectus states that the price at pit's mouth is 8s. 8d. per ton, and that of slack 4s. per ton, the proportions being forty-eight tons of coal to twelve tons of slack—a point which we much doubt, judging from other collieries; however, admitting this, it will be found that the sixty tons so raised and *sold* would give on an average 7s. 9d. per ton, and not 8s. 8d. per ton—at which latter figure the estimates have been arrived at as the minimum price at which *coal* would be sold, the culm or slack not being taken into consideration by the "Mining Engineer."

We recommend to our readers to get the prospectus, to peruse it carefully—and having examined the estimates, not to take our opinion, but judge for themselves.

THE FUNDS.

CITY, FRIDAY EVENING.

Money has, during the week, been scarce, but has had but little influence on the funds, which have undergone but trifling fluctuations, leaving off a shade lower than our last quotations. Bank Stock is lower, the latest bargains being 2½ per cent. lower than that quoted in the early part of the week. Exchequer Bills are rather better, being now 28 30 prem. The Foreign Market presents no novel feature, prices being rather lower.

In Shares more business has been doing than of late, but, generally speaking, at reduced prices. Great Western Railway shares have, however, slightly advanced, as have London and Croydon. London and Brighton, which could once boast of an enormous premium, when rivalry existed, and success of the Bill was doubtful, are now 9 dis.—London and Birmingham are flatter. In Mining Shares, we regret to say, business has been so limited, as hardly to call for remark. Transactions are becoming of a more private nature, and we are glad to say less jobbing exists.

Consols closed at 94¼ 3¼ for the opening. The Three-and-a-Half per Cent Reduced Annuities 100¼ money, and the New Three-and-a-Half per Cents 101¼ ⅞ time. Bank Stock 193 money, and 194¼ time. Premium upon Exchequer Bills of large amount 28 30; on smaller 30 32.

Portuguese Old Five per Cents 71½; the New Fives ditto 34¼ ¼; and the Three per Cent. ditto 20¼. Spanish Bonds, with May Coupons, 19¼. Dutch Two-and-a-Half per Cents 56¼; Old Fives 102¼; and the New Loan 99¼.

Great Western Railway Shares 9¼ pm.; Brighton 9 dis.—London and Westminster Bank 3¼ pm.; National Bank of Ireland ¼ dis.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, 92¾ ⅞; Three-and-a-Half per Cent. Reduced, 99¾ 100; Long Annuities, 14¾; Consols for Account, 93¾ 4; Exchequer Bills, 30 32 premium; East India Bonds, — premium; Dutch Five per Cents., 102¾ 3; Ditto Two-and-a-Half per Cents, 55¾ 6¼; Portuguese Five per Cents 34 ½; Ditto Three per Cents 20¼ 1.—Railways:—Brighton, 9¾ ¼ dis.; Great Western, 9 10 premium; London and Birmingham, 78 80 pm.; New, 22¼ 23¼ premium; Southampton, 45¼ 46¼ per share.

CAMBORNE, JUNE 6.—Average standard, 108*l.* 0*s.* 0*d.*—Average produce, 6¼.—Average price, 4*l.* 13*s.* 6*d.*—Quantity of ore, 3061.—Quantity of fine copper, 212 tons 6 cwt.—Amount of money, 14,511*l.* 6*s.* 0*d.* —Average standard of last sale, 105*l.* 1*s.*—Produce, 7¼.

LONDON, JUNE 7.—The metal market remains without alteration, excepting spelter, in which large transactions have taken place on the spot, and for arrival, and the market is somewhat firmer.

PRICES OF SHARES AT LIVERPOOL.—Chester and Crewe Junction Railway, 20*l.*; London and Birmingham, 166*l.* 5*s.*; Manchester and Birmingham, 11*l.* 2*s.* 6*d.*; Bank of Liverpool, 23*l.* 7*s.* 6*d.*—*Gore's Liverpool Advertiser.*

LONDON AND GREENWICH RAILWAY.—The number of passengers on the line from the 29th ult. to the 5th inst., was 32,449, producing (including creek and footpath) 1173*l.* 11*s.* 6*d.*

PROCEEDINGS OF PUBLIC COMPANIES.

ALTONA, HAMBURGH, AND LUBECK RAILWAY COMPANY.

The second general meeting of the shareholders of this company was held at the George and Vulture Tavern, on Monday, the 3d inst.

WILLIAM ORMSBY GORE, Esq., M.P., in the chair.

The CHAIRMAN said, the provisional committee had convened this meeting to submit to the shareholders the prospects before them, and to state what had been done by them in furtherance of the company's affairs since they last met the proprietary in June, 1837.

The following is the report of the committee:—

REPORT.

In compliance with the understanding at the last general meeting of the shareholders of the Altona, Hamburgh, and Lubeck Railway Company, the provisional committee have deemed it expedient, at the present time, to convene a meeting, in order to present a report of their proceedings, also, a statement of the finances, and to take into consideration the expediency of continuing or dissolving the company.

The last public meeting of the company took place on the 21st day of June, 1837; when the committee was instructed to continue its exertions to obtain the consent of his majesty, the King of Denmark, to the formation of the railroad, it becomes, therefore, now the duty of the committee to report what has been done by them in furtherance of that object.

After the meeting of the 21st June, 1837, the committee took into consideration the best mode of approaching the King of Denmark, when, after due deliberation, being impressed with a conviction that the interest of the shareholders would be best promoted by a memorial to his Majesty, the presentation of which should be entrusted to some party who would have immediate personal access to the King, and having been informed that his Excellency, the Baron Blome, Minister Plenipotentiary from the Court of Denmark to England, was about shortly to leave this kingdom for his own Court, through the medium of a deputation, waited upon his Excellency, and requested that his Excellency would be kind enough to take charge of the memorial, and present the same to his Majesty on his arrival at Copenhagen. His Excellency was pleased to accede to the wishes of the deputation, and kindly undertook to present the memorial as requested, though not in his official capacity. His Excellency departed for Copenhagen in August following, and on his arrival presented the memorial of the committee to his Majesty. To this memorial, however, although presented under such favourable circumstances, the committee have not received any answer; in consequence of which, they came to the conclusion that it would be a proper policy to adopt to send some gentleman to Copenhagen, who might obtain an interview with his Majesty, and bring the subject of the railway before him, and thereby obtain the knowledge of his Majesty's views and intentions on the subject, and having received very high recommendations in favour of Captain Ludwig Mariboe, who had formerly been in the service of his Majesty, the committee finally deputed that gentleman to proceed to Denmark.

On the arrival of Captain Mariboe at Copenhagen, in July last, he waited formally on his Majesty, postponing to a future day entering upon the object of his mission. He subsequently was attacked with illness, and during the time of his indisposition, the subject of the transit duties became a serious question, and on the recommendation of influential persons accordant with his own opinions, Capt. Mariboe thought it unadvisable on his recovery to introduce the subject of the railway to his Majesty. Under these circumstances, the committee considered it advisable to relieve the company from the expense of the extra official duties of Captain M., and therefore revoked his powers in a letter dated September 4, 1838, and have thenceforward remained quiescent, in hopes that the continued favourable progress which has been made in railways throughout Europe, would have produced some communication from the Court of Denmark, but in this they have been disappointed, and the committee are strongly disposed to think that, notwithstanding the many advantages which the territory of Holstein would derive, the prospect of a railway along the line proposed by the company is not likely to be realised. The circumstances of the question of a railroad being carried into effect being as already detailed, your committee see no prospect of the project being at present successful, and, therefore, think it their duty to submit to the consideration of the shareholders the policy of dissolving the company.

The committee have caused a statement of the accounts of their receipts and expenditure to be annexed to their report. Every regard has been paid to economy, the ordinary current expenses of the company having been reduced below the interest of that portion of the capital which has been invested in Exchequer Bills.

Statement of the funds of the company, as presented to the shareholders on the 21st June, 1837.

Dr. 1837.				1837. Cr.			
Deposits received on 14,656 shares	£7333	0	0	Continental agent, outlays, and salary	£318	10	0
Interest on Exchequer Bills	57	3	9	Rent and travelling	132	15	0
Difference on Exchange	3	16	11	Secretary in London	250	0	0
	£7393	0	8	Mission to Copenhagen	404	0	0
				Continental committee	100	0	0
				Premium on Exchequer Bills	131	14	7
				Commission at Hamburgh and Lubeck	139	9	3
				Rent	80	0	0
LIABILITIES.				Sundry expenses	461	2	2
Sundry debts for stationary, printing, postages, &c.	£121	15	10	Disbursed	£2217	11	6
Solicitor's account for disbursements only (time and trouble gratuitous)	33	5	10	Ex. Bills	£4500	0	0
				Cash in hand	675	9	2
	£155	1	8		£7393	0	8

Statement presented on the 3d of June, 1839.

Dr. 1837.				1839. Cr.			
Exchequer Bills	£4500	0	0	Cash, continental agent, for salary and outlays	£130	16	0
Cash in hand	675	9	2	Rent	110	0	0
Continental Committee	30	0	0	Secretary in London	37	10	0
Interest on Exchequer Bills	313	4	4	Mission to Copenhagen	100	0	0
	£5518	13	6	Solicitors	33	5	10
				Sundry expenses	129	16	9
					£540	8	7
LIABILITIES.				Cash	£449	4	10
Emilius Müller for salary due to the present time	26	16	0	Müller, in Lubeck	19	0	0
Westphalen and Riet	5	0	0	Exchequer Bills	4500	0	0
					£4968	4	11
					£5508	13	6

The CHAIRMAN stated, that from this it would appear that the balance now in hand to the credit of the company was 4968*l.* These accounts were not from the commencement, but were taken up from those presented at the last meeting in June, 1837; he could, however, give them the whole amount of expenditure, which would stand as

From the commencement to June, 1837	£2085	16	11
From June, 1837, to the present time	540	8	7
Total from the commencement	£2626	5	6

The chairman said, in addition to these expenses, there would be some voluntary remunerations for services rendered the company by their officers and agents here and on the continent, which he was sure the company would cheerfully pay. He observed, that the deed of incorporation authorised the provisional committee to dissolve the company and wind up its affairs, but they had considered it to be the better and more courteous mode to lay the whole before the proprietors, and take their opinion upon the course to be pursued. They had failed (as would be seen by the report) to obtain the consent of the King of Denmark, and they had received information from other quarters that he was totally adverse to the undertaking; they thought, therefore, that it would be useless to persevere with the undertaking, and to struggle further with the difficulties thrown in their way, on such slight and fragile expectations of what they might eventually be able to accomplish. There were some parties, however, who considered that there were still ground for hope, and advised that the company should be kept in existence, as they might, on some future day, have the requisite consent to carry out the project. Others, however, agreed with them in thinking that further applications would be useless. He considered, as far as he was now able to judge, that the return to be made to the proprietors would be about 50*l.* or 60*l.* per cent.; he need not add, that the provisional committee had strictly adhered to the most rigid economy since the formation of the company. They had now laid the whole state of the company's affairs before the shareholders, and should with pleasure afford any further information that might be required.

Mr. HEATHFIELD felt, that in coming to the determination to wind up the affairs of the company, they must feel satisfaction in knowing that the failure of the undertaking was not attributable either to want of energy in the direction, support or union among the shareholders, or the soundness of the undertaking itself, but purely from the will of an authority they could not controvert. Had they been enabled to carry out the measure, he entertained no doubt that it would have been one of the most valuable and useful undertakings of its kind in Europe. He himself entertained no doubt that it would, on some future day, be taken up, and prove as valuable as they esteemed it. He had much pleasure in moving the adoption and reception of the report and accounts.

The CHAIRMAN here read a letter that had been placed in his hands since he had taken the chair, written by Mr. Emanuel Müller, their continental agent, dated from Hamburgh, on the 31st May, wherein he stated that some change appeared lately to have taken place in the Danish council, as a commission has been appointed at Copenhagen to cause surveys to be made in Holstein for lines of railway through that territory, connecting the Baltic with the North Sea by Altona, Kiel, and Neustadt, which led Mr. Müller to hope that the concession might still be made to the company in favour of the line from Altona and Hamburgh to Lubeck. The chairman, however, again stated his conviction of the inimical feelings of the king towards the company, and felt satisfied that every thing had been done which could be done, and that it would be altogether useless to make any further attempts to obtain the king's consent to the line of railway selected by the company.

Mr. MAUDE coincided with the feelings expressed by the chairman, and stated that if the slightest encouragement had been held out to them they would eagerly have embraced it, but all their applications, which had been reported, had been treated with such total neglect, as entirely to discourage the committee from repeating them; under such circumstances, it would be folly to continue their attempts at establishing the company. At the same time, he had no hesitation in declaring it as his firm conviction, that if a new company could be formed under the patronage of the king, it would prove one of the most useful and profitable lines of railway in Europe, and would be attended with immense advantage to the country through which it would be carried, and also to the inhabitants of Denmark Proper: after the liberal offers which had been made by the provisional committee for the grant of a concession, the total neglect with which they had been treated, and the consequent discouragement to perseverance, he should cordially acquiesce in a resolution for the dissolution of the company.

Mr. G. GRENFELL said he should support such a motion, and he considered that the directors had done all in their power to further the views of the company and carry out the works, but felt sure that, as his Majesty continued obstinately to refuse his sanction, it was useless in them to persevere in their attempts to establish the company. He spoke in high praise of the uniform, zealous, and disinterested conduct of their directors.

At the suggestion of a shareholder, the chairman said, that the former accounts should be incorporated with those now presented, and the whole should be submitted in a printed form to the proprietors.

Mr. COLQUHOUN (consul for the Hans Towns) said, he, at the last meeting, held ninety-five proxies from parties resident on the continent in favour of perseverance in the undertaking, but that, on this occasion, he had not a single one, proving, thereby, either that they had become very indifferent to the welfare of the company, or that they entertained strong doubts as to the success that awaited their exertions to obtain the King of Denmark's consent to carry it into effect.

Mr. MAUDE also, on the occasion of the last meeting, had held proxies from eighty-four shareholders, for 604 shares, and was now in the same predicament with Mr. Colquhoun, not a single one having been transmitted to him on this occasion.

Mr. HEATHFIELD wished, before the resolution for the adoption of the report was put, to acknowledge the great services rendered the company by the indefatigable attention of the committee, and to express his deep sense of gratitude to them for having, with such economy and ability, presided over their affairs.

The resolutions, for which we refer to our advertising columns, were then unanimously passed, and, after an assurance from the chairman that the affairs of the company would now be wound up with all practicable speed, and with the same strict regard to economy as had hitherto distinguished the proceedings of the provisional committee, the meeting separated.

NORTHERN AND EASTERN RAILWAY COMPANY.

A special meeting of the shareholders of this company was held at the offices in Moorgate-street, on Monday, the 3d inst.

HENRY GEORGE WARD, Esq., M.P., in the chair.

The advertisement being read convening the meeting in accordance with the Act of Parliament, for the purpose of submitting to the proprietary, for their approval, two bills now before Parliament—the one to extend the time of purchase of land, &c., along the line, for two years, from the 4th of July next, and that to Bishop Stortford only (the original bill giving them power to go as far as Cambridge); also to extend the period allowed for the completion of the works to five years from the present time—the other bill, to empower them to alter their line of railway, by joining the Eastern Counties Railway at Stratford, instead of carrying it as first contemplated from St. Mary's, Islington; also to erect a station near Shoreditch.

The CHAIRMAN having submitted each bill to the consideration of the meeting, it was resolved, "That the same be approved."

There being no further business before the meeting, the CHAIRMAN said, that when it had passed the House of Lords, the directors should prosecute the undertaking with vigour.—Adjourned.

LLANELLY RAILWAY AND DOCK COMPANY.

The annual general meeting of the shareholders in this undertaking was held on Monday, the 3d inst., at the London Tavern.

ROBERT BIRDULPH, Esq., in the chair.

JOHN BIDDULPH, Esq. (the secretary), read the report of the committee of management, which gave a very favourable account of the company's affairs. A considerable portion of the new line will be opened in Sept. next, in addition to six and a half miles opened on the 1st inst. From the dock and the old line (two miles in length) the returns had been such during the past year as to authorise the payment of a dividend at the rate of 3 per cent. A very gratifying fact was stated with respect to the construction of the new line, which it appears will be executed in the best possible manner for 150,000*l.* less than the Parliamentary estimate. The report was unanimously adopted.

Several questions were then put to the chairman, principally with reference to the state of the works, to all of which very satisfactory answers were given.

It appears that there are 480 shares of the capital stock still unissued, and many applications have been made for them, but the proprietors were of opinion that they should be issued solely to existing holders who might thus be enabled to reap whatever advantage would arise from the undertaking. A resolution to this effect was passed unanimously. A vote of thanks to the chairman and managing committee was carried unanimously, as was also similar votes to the secretary and the superintendent of the works at Llanelly.

It was stated by one of the directors that every inch of ground upon the line was mineral, the whole of which produce must pass along the railway to the sea. The meeting, which was most respectably attended, broke up, after a vote of thanks to the chairman for his conduct in the chair.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY COMPANY.

A special general meeting of the shareholders of this undertaking was held at the offices, in the Adelphi, on Wednesday, the 5th inst., for the purpose of taking into consideration the propriety of borrowing any sum or sums not exceeding the amount which the company are authorised to take by their Act of Incorporation, and provided that, in the event of the shareholders determining that such sums should be raised, then to empower the directors to mortgage, assign, and charge the property of the company, as security for such money.

HENRY LUARD, Esq., in the chair.

The CHAIRMAN said the present meeting was convened more as a matter of form than otherwise, and seeing the small number of shareholders in a tea-lance, he was induced to think it would have been better to have taken up the required sum at the last meeting; 18*l.* per share being already called up, and 2*l.* further being due on the 24th of next month, it must be manifest to all that a further sum of money was absolutely requisite to carry out the works, which he had much pleasure in adding were going on in a very active, and he trusted satisfactory manner. If shareholders had paid up the arrears due on the interest held by them, the directors would not have been obliged to call them together for the purpose of raising a further sum. It was merely desirable that the directors should have the power, the Act being very full and explicit on the manner in which such sums should be raised. Provided all calls were paid, 4000*l.* only would be required, but as such arrears were not forthcoming, it might be requisite to raise the sum of 50,000*l.*

Mr. WHITE thought that the directors should have submitted a statement showing the estimated amount required for the various works connected with the undertaking, and wished that the company could be brought more before the public notice than he considered it now was; he fully concurred that the raising a further sum was requisite, but begged to move that 15,000*l.* only be voted them, previous to a full report being presented to the shareholders, giving the estimated cost of the whole work.

The CHAIRMAN considered it would be very unwise to cause any such delay as that proposed; they did not know the views which were entertained with respect to them by the great railway companies with which they proposed to unite; it was manifest that the money was required, and he could pledge himself that no unnecessary expenditure would take place;

in answer to other observations from the worthy shareholder, he had to state that it was the intention of the directors to bring into use stationary power, and not locomotive.

It appeared that the amount of liabilities for which the company were under was about 103,000*l.* The total amount of assets fell short of such sum by about 35,000*l.*

Mr. Duncan argued that it would be very impolitic to cause any delay at the present stage of the company's affairs; the money was requisite, and they could not go on without it; was it it not therefore evident that the sum should be raised.

Mr. Morgan considered that this meeting was fully competent to decide whether the money should be raised or not, and that an adjournment would answer no purpose whatever. He begged to move as an amendment to the resolution proposed—"That the directors should be authorised to take up the required sum of money (not exceeding 50,000*l.*), by any of the means authorised by their Act of Parliament."

The engineer of the company said, that provided they were not fettered with respect to finance, he considered that the railway would be open from the London and Birmingham line to the Kensington Canal about Michaelmas next.—The amendment being then put, was carried with only two dissentients.

A vote of thanks having been passed to the chairman and directors, the meeting adjourned.

UNITED HILLS MINING COMPANY.

The annual general meeting of the shareholders in this company was held at the George and Vulture Tavern, Cornhill, on Wednesday, the 5th instant.

Robert Clarke, Esq., in the chair.

The Chairman said, that in the absence of Sir T. Turton it became his pleasing duty to preside on the present occasion, and he was the more happy to do so as the directors came before the shareholders under much more prosperous circumstances than they did at the last annual meeting; they were aware that a large expense had been incurred in erecting the necessary machinery, and in addition to which the shareholders had received a dividend of 15s. per share. The report of the directors would now be submitted for their approval, as also a statement of the accounts, and a special report from the agents in Cornwall, which he was happy to say gave a very encouraging account of the state and prospects of the mine.

The Secretary then read the report from Messrs. Penrose and Langdon, the agents, which will be found among our mining correspondence.

The following directors' report was then read:—

REPORT.

According to the annual custom the directors have the pleasure to present to the proprietors the accounts of the mine, made up to the 30th April, together with a supplementary account to the 5th June, 1839. By the account of profit and loss, it will appear that the net profits for the year ending the 1st April is 2412*l.* 18s. 6d., and by the supplementary, made up to the day of this meeting, that the balance of assets in favour of the company is 586*l.* 14s. 10d. The report of the mining agents and captains, which has been read to you, is very satisfactory, and by it we learn that there is every reason to expect that in the course of a few months we shall get down to those deeper levels, to the working of which we look forward for an increased produce. We have the satisfaction of saying that our mine continues to be worked with activity and diligence by the agents and captains, under the able superintendence of Mr. Williams. The terms for the renewal of the lease have been long since agreed upon between the Duchy and the company, and the whole now only awaits the signature of the Duchy, which may every day be expected.

A statement of the accounts was submitted, which showed the net profit for the year to have been 2412*l.* 18s. 6d., and leaving a balance, after payment of the dividend in May last, and all expenses of the mine, of 586*l.* 14s. 10d. It was then moved and seconded, and carried unanimously, that the report of the directors and accounts be adopted, and entered on the minutes.—Mr. Duncan Campbell, retiring by rotation from the direction, and Mr. Gibson, as an auditor, the re-election of each was proposed, seconded, and carried unanimously—who severally returned thanks.—Thanks were then voted to the chairman, and the meeting separated.

HOLMBUSH MINING COMPANY.

A special general meeting of the shareholders of this company was held at the offices, on Thursday, the 6th inst., to consider the propriety of calling in the present scrip shares, and issuing new shares, with amended rules and regulations; also, for the election of two auditors.

John Blount, Esq., in the chair.

The report submitted, stated that the proposed regulations having been open to the inspection of the shareholders, they would be prepared to come to a decision with respect to them this day. There was a balance of 1911*l.* in the hands of the bankers, added to which there would be 400*l.* to receive on account of ore raised in April month. It was now the intention of the directors to declare a dividend of 1*l.* per share, payable on the 27th inst.

The Chairman had to state that all the communications received from the mine being at all times open to the inspection of the shareholders, they had in fact no report to make—they were as well acquainted with the state of the mine as the directors themselves; he begged to congratulate them upon the flattering appearance of the mine, and entertained no doubt that the mine would continue to increase its produce, and likewise its profit. The directors had now had the management of this mine for five years, and, notwithstanding the trouble and annoyance they had received from a former agent, had brought the concern out of all the difficulties that had overwhelmed them, and he would add, that they had received no compensation whatever for their services.

The amended rules and regulations having been submitted *seriatim* for the approval of the shareholders, it was unanimously resolved that the same be approved and endorsed on the new scrip shares—the present scrip being called in.—Also resolved—"That the report presented be received and approved".—Mr. Hackett and Mr. Bradley were then duly elected as auditors of the company.

The past services of the directors being taken into consideration, as also the subject of their future remuneration, it was agreed that the sum of 200*l.* be paid to them forthwith out of the funds of the company, and that a similar sum be also presented them at the next meeting of shareholders.—Resolved also, that from the present time the sum of 200*l.* per annum be set apart as a remuneration for the directors services.

A vote of thanks having been passed to the chairman and directors, for their efficient services rendered the company, the meeting adjourned.

EAST MULBERRY HILLS MINING COMPANY.

The second general annual meeting of this company was held at the Clarendon Rooms, South John-street, Liverpool, on Tuesday, the 28th ult.

W. Laycock, Esq., in the chair.

The Secretary (Mr. Crowther) read the following report:—

REPORT.

The report of the directors, at their second general annual meeting, stated that, although there were funds in hand at the commencement of last year, yet it was evident that amount would be soon absorbed by the monthly costs and expenses attendant on laying the foundation for effectually prosecuting the working of the sett; this outlay, comprising a steam-engine of twenty-two inch cylinder, seven feet stroke, equal to twenty-five horse-power, engine-house, smith and carpenters' shop, forty heads of stamps, and timber necessary for the first laying of the dressing-floors (all of which are now complete and ready for constant and vigorous work), besides the expense of bringing the water one and a half mile, necessary for feeding the engine and washing the tin ore.

The directors, during the past year, have adopted the usual course of ordering the captain's reports of the workings and prospects of the mine to be inserted in the Mining Journal; and in several instances have forwarded, by post, copies of the same to every known shareholder; and although the expectations held out in those reports have not been fully realized, yet they hope, now that a clear foundation is laid in working materials, and the mine opened down to the forty-two or adit level, that not only the cost, but a return over and above may shortly be realized.

Captain HoopER (from the mine) being present, fully confirmed the expectations held out by the above report.

A statement of the affairs was produced and read, which showed a balance of about 1000*l.* against the company, and that, to carry on the works, it would be necessary to make an immediate call. It also appeared that the call of 10s. per share, made on the 1st of October last, had not been paid on 500 shares; that due notice of forfeiture had been fully advertised, and a meeting called expressly in February last, to confirm the forfeiture if not then paid; and as no application to have the said shares restored had been made up to the time of, nor at the holding of this, the first general meeting after, it proceeded by an unanimous vote to confirm and make absolute their irrecoverable forfeiture. It was unanimously carried that "Mr. G. G. Unsworth, Mr. E. S. Boult, and Mr. W. Laycock, be the directors for the next year, and that Mr. Kilshaw and Mr. Blackburn be appointed auditors."

It was also moved and carried unanimously, "That a call of 10s. per share be immediately made, and also that the report now read be adopted, and a copy of the same sent to each shareholder."

Thanks having been voted to the chairman, the meeting separated.

THE BANK OF AUSTRALASIA.

The fifth annual meeting of the proprietors of the above company was held on Wednesday last, at their office, Aldermanbury, for the purpose of receiving the report of the directors.

John Studholme Brownrigg, Esq., M.P., in the chair.

The report stated that the profits of the company for the nine months and a half, commencing 1st January and ending 15th October, 1838, amounted to 23,384*l.* 13s. 8d., which, added to the rest (20,636*l.* 12s. 10d.) of the previous year, increased it to 44,021*l.* 6s. 6d., from which was to be deducted the amount of the two last half-yearly dividends ending in December, 1838, leaving a balance of 28,021*l.* 6s. 6d. in favour of the proprietors; out of which the directors proposed to pay them a dividend of 4 per cent. in July next on the old shares, and a further dividend in December next on both the old and new ones. The report further stated, that in accordance with the powers vested in them by their charter, the directors proposed making a further call of the remaining portion of their capital, amounting to 200,000*l.*, which would most probably be required before the end of the year. The report was then ordered to be printed and circulated among the proprietors. A vote of thanks was afterwards passed to the chairman and board of directors, and the meeting separated, evidently pleased with the prosperity of the establishment.

BANK OF BRITISH NORTH AMERICA.

The third annual meeting of the proprietors in this institution was held on Tuesday, the 4th inst., at the bank, Great St. Helens.

G. R. Robinson, Esq., in the chair.

After the re-election of three of the board of directors who had vacated office under the provisions of the deed of settlement,

Mr. Attwood (the secretary) read the report of the directors, detailing the operations of the bank during the past year. It commenced by stating that the directors were gratified at being enabled to state the successful progress of the bank, notwithstanding the untoward state of public affairs in America. The report then proceeded as follows:—

The bank has had considerable difficulties to encounter during the past year. The provinces of Lower and Upper Canada have been harassed by foreign aggression, and the former has had also domestic troubles to contend with, which have caused great derangement in the industrial pursuits of the inhabitants, and been attended by a continued suspension of specie payments in the upper province, and a renewal of suspension after a short resumption in the lower. It will be in the recollection of the proprietors that in their last report the directors stated that the bank had been therefore deprived almost wholly of the advantages of circulation, in consequence of the suspension of specie payments throughout the colonies, and that they expected the bank would shortly be in a condition to participate in those advantages by the issue of its notes. This anticipation has been disappointed with respect to Upper Canada, where the suspension still continues; and the notes of this bank have consequently not yet been circulated in that province. The resumption became general in all the other colonies in June, 1838, and the bank was then enabled to commence its issues, which have gradually increased down to the close of the year. Although specie payments have again been suspended in Lower Canada, as already stated, it has not been requisite to withdraw the notes circulating in that province, as the suspension has been authorised by legislative enactment.

The report proceeds to observe, that though the liabilities of certain parties to the bank were considerable at one period, owing to their failure, still, such was the safety of the general banking system in these colonies, and the care exercised by the local boards, the major part of these dependencies had been realised, and that on the remainder the loss would be trifling. The directors had appointed, as manager and inspector of the branches, Mr. S. Lunell, formerly of Bristol, from whose experience the bank had already derived great advantage. The report then continued as follows:—

Having stated in their last report that the Newfoundland branch formed an exception to the profitable working of the banks in the colonies, the directors have great pleasure in reporting that the difficulties of that branch on its first establishment have been overcome, and that there is a fair prospect of its operations becoming highly valuable to the bank. The sub-branches referred to in the last report were opened on the following days, viz.:—Fredericktown, New Brunswick, 3d September, 1838; Pictou, Nova Scotia, 10th ditto; Miramichi, New Brunswick, 17th ditto; Kingston, Upper Canada, 5th November. The operations of the bank in Lower Canada have been sanctioned by an ordinance of the governor and special council, dated 5th May, 1838, and the requisite legal facilities are now extended to the company at all the seats of its business except Newfoundland, and at that place no practical inconvenience has been experienced from the absence of legislative enactments in favour of the bank. Since the last general meeting it has been discovered that in the summary of accounts then submitted, the profits were overstated to the amount of 835*l.* 10s. 11*d.* This arose out of the removal from one branch to another of a large quantity of specie, and the difference in the exchange being differently stated at the two branches, according to the customs of the respective colonies, and the returns from the branches not having at first afforded such full details as have been since required.

The directors have now to call the attention of the meeting to the following statement of the bank's affairs, which, under the adverse circumstances before alluded to, they cannot doubt will be considered satisfactory by the proprietors, and the result of which they think may be received as an earnest of a prosperous career, under the more favourable circumstances which they confidently anticipate.

The amount of undivided net profit to 31st December, 1837, as submitted to the last general meeting, was	£21,169 17 7
From which must be deducted, for the over credit already explained	835 10 11
Leaving	20,334 6 8
The net profits of the year ending 31st December, 1838, after deducting all current expenses, and a portion of the preliminary expenses, and providing for all bad and doubtful debts, amount to	20,018 13 2
Together	40,352 19 10
From which is to be taken the amount of the first and second dividends paid to the proprietors at Midsummer and Christmas, 1838	20,710 16 0
Leaving amount of undivided profits to 31st December, 1838	£19,642 3 10

It may be satisfactory to the proprietors to be informed that the returns from the different branches for the present year, so far as they have been received, exhibit a large increase of profits over the corresponding period of 1838.

The directors feel themselves fully justified, under these circumstances, in continuing the same amount of dividend which was paid to the proprietors during the last year; but they have not thought it right to make any addition to it at present, in respect of the last call of 5*l.* per share, which having been paid in England in September, and in the colonies in November last, has contributed in a very trifling degree to the profits stated in the preceding summary of accounts to the 31st December, 1838.

It is therefore the intention of the directors to pay, on and after the 5th July next, a half-yearly dividend of 12s. per share, being at the rate of 6 per cent. per annum upon the amount of capital which was available throughout the year 1838.

The report was adopted, after some discussion relative to the affairs of the bank, during which it was elicited from the chairman, that since the commencement of the present year the increase of the business at the various branches in North America was nearly equal to 50 per cent., as compared with the transactions in the corresponding period of 1833.

The Chairman also stated, that in consequence of the favourable information of the increase of business in the colonies, it was probable that another call of 5*l.* per share would be made this year.

A Proprietor, in moving the thanks of the meeting to the board of directors for the zeal and ability they had shown in conducting the affairs of the bank, said it was not extraordinary that more had not been done in North America; for, considering the state the colonies had been in for so long a period, it was surprising that the business of the bank should have progressed so rapidly.

The Chairman, in expressing the acknowledgments of himself and his brother directors for the marked confidence reposed in them, said the bank had had great difficulties to contend with. Recollecting the late condition of the provinces of Upper and Lower Canada, and the difference with America on the boundary question, the progress of the bank had been most satisfactory. Proprietors must not, however, be too sanguine for the future, as many important questions had yet to be decided with reference to Canada and America.

The thanks of the meeting were then given to the managers of the branches, and to the chairman, after which the meeting adjourned.

THE IMPERIAL BANK OF MANCHESTER.

A full meeting of the shareholders of this bank took place on Monday week, pursuant to advertisement, at the offices, King-street, Manchester, the object of which was to sanction a further call of 5*l.* on each share, which could not by the deed of settlement be legally called for without two extraordinary meetings, of which fourteen days' notice were required. The shareholders present who voted came to the unanimous conclusion that such a call should be immediately made, and the other formal meeting for confirming such call was fixed for the next earliest day. The shareholders also resolved to change the name of the bank to "The Cheshire and Staffordshire Banking Company," the head office remaining at Manchester. As intimation was given that their former name had afforded cause of offence to other banks, particularly in London; and the object of the change of name was said to be not only to remove this cause of offence, but to designate to what counties besides Lancashire their principal business was to be confined. It is stated that, at the next meeting, a day will be fixed upon for the bank resuming payment, withdrawing their notes from circulation, and answering their other liabilities.

LONDON JOINT-STOCK BANK.

The half-yearly general meeting of the proprietors in this establishment was held on Saturday, the 1st inst., in the board room of the bank, Prince's-street, Cornhill. Alderman Venables in the chair.

The Chairman invited the attention of the meeting to the report of the directors relative to the proceedings of the bank for the last half-year. He might be permitted to state that the directors of the bank met their brother shareholders with undiminished—he might say increased satisfaction; because, from the steady increase of the business of the bank, and the ample and undeviating confidence placed in it by the public, they received additional proofs of the soundness of the principles on which it had been founded, of the permanence of its sources of profit, and of the propriety of that caution and moderation with which its affairs had been conducted, as well as the certainty of their being able to continue those important advantages which they had given to their customers in the shape of a participation of profits, and at the same time of securing to the proprietors a fair and steady rate of interest.

The Secretary then read the following report and statement of accounts:

REPORT.

The directors have the pleasure of meeting the shareholders for the fourth time, to present a statement of the accounts of the bank.

The deed of settlement requiring all the effects of the bank to be taken strictly at the market value of the day on which the accounts are made up, the large amount of Exchequer Bills in the possession of the bank have, therefore, been valued at the present low price of that species of security; and, consequently, an appearance of diminished profit has been given to this, as compared with the last half year. It is, however, with a feeling of great gratification that the directors can at the same time announce such a regular advance in the business of the bank as presents the best prospect of its continued prosperity, and fully confirms the soundness of the principles upon which it was established.

A vacancy having occurred in the direction by the resignation of William Hughes Hughes, Esq., an extraordinary general meeting of the shareholders has been called, in accordance with the provisions of the deed of settlement, for the 12th of July next, for the purpose of electing a new director.

It will be recollected that, in pursuance of a recommendation of the board of directors to the last general meeting that certain alterations should be made in the deed, in order to enable them to make up the half yearly accounts of the bank on the 30th of June and 31st of December in each year, instead of the 20th days of May and November, a notice was given that a proposition to accomplish this object would be submitted to this meeting, and the directors now respectfully request the consideration of the meeting to the expediency of adopting it.

The accounts now presented having undergone the careful consideration of the directors, they have thought it their duty, out of the profits of the half-year ending the 20th ult., to appropriate the sum of 3968*l.* 5s. 5d. to the increase of the guarantee fund, making that fund amount to 14,194*l.* 8s. 8d.; and to declare a dividend after the rate of 5*l.* per cent. per annum upon the paid-up capital, which dividend will be payable on Monday, the 10th inst.

Liabilities and Assets, Monday, May 20, of the London Joint-Stock Bank.

Dr.		
To capital paid up, being 10*l.* per share upon 31,080 shares		£ 310,800 0 0
To amount due by the bank, including money taken up on security, and their acceptances at not less than six months' date		1,296,987 17 0
To amount of the guarantee fund	£10,966 13 3	
Six months' interest thereon, at 5*l.* per cent. per annum	164 10 0—	11,131 3 3
To balance carried to the credit of profit and loss account		22,099 11 6
		£1,634,988 11 9

Cr.	
By Exchequer Bills	£ 251,012 5 0
By bills discounted, loans to customers, and cash in the bank	1,357,321 5 4
By building and preliminary expenses, a proportion of which will be written off annually	26,655 1 5
	£1,634,988 11 9

Profit and Loss Account of the London Joint-Stock Bank, for the Half-year ending May 20, 1839.

Dr.	
To current expenses, proportion of building and preliminary expenses, directors' remuneration, bad debts, &c.	£ 6,953 17 9
To amount carried to profit and loss new account, being rebate of interest on bills discounted not yet due	4,312 8 4
To amount transferred to the credit of the guarantee fund, in addition to the previous amount of 11,131*l.* 3s. 3d.	3,963 5 5
To dividend account, for the payment of half a year's dividend, at the rate of 5*l.* per cent. per annum, upon 310,800*l.* amount of paid-up capital	7,770 0 0
	£22,099 11 6

Cr.	
By balance brought down	£22,099 11 6

The Chairman said that, in accordance with the provision of the trust deed, it was his duty to declare a dividend for the half-year ending the 20th ult., after the rate of 5*l.* per cent. per annum on 310,800*l.*, the amount of the paid-up capital to that period, which dividend would be payable on Monday the 10th inst.

Mr. J. Dixon had great pleasure in moving that the report just read be received and adopted, and, together with the statement of accounts, be printed and circulated. He thought they might well congratulate themselves on the present position of their affairs; and, although the profit might not appear to be very large, yet they must recollect there had been 250,000*l.* invested in Exchequer Bills, which they were compelled to value at the market price of the day. The value of those bills had been depressed from 66 to 30, but there was every probability of their value rising, and the bank would gain the advantage.—Mr. Mortimore seconded the motion, which was carried unanimously.

Mr. Ambrose Moore, in pursuance of the notice given at the last general meeting of the shareholders, and in accordance with the notice read to the meeting from the report of the directors, rose to propose various alterations in the deed of settlement, with the view of facilitating the business of the bank. He concluded by moving the following resolutions:—

That the time of balancing the books of the company be in future the 30th day of June and the 31st day of December in each year, instead of the 20th day of May and 20th day of November.

That the half-yearly meetings of the company be in future held in the months of January and July in each year, instead of December and June.

That the directors shall determine on a dividend or dividends, and bonus, prior to the general meetings in January and July in each year, instead of prior to December and June.

That the period of directors going out of office, and the election of new directors, be altered from the general meetings in the month of December to the general meetings in the month of January succeeding.

That such parts of the 14th, 25th, 48th, 49th, and 64th clauses of the deed of settlement, as at present, regulate the balancing the books, the holding general meetings, the declaration of dividends and bonuses, the directors going out of office, and the election of new directors, be amended, so as to carry into effect the above resolutions.

Thomas Stookes, Esq., in seconding the resolutions, observed that what was proposed to be done was in strict conformity with the trust deed.—The resolutions were then put from the chair, and unanimously carried.

Mr. Josiah Wilson said that the satisfactory report which the proprietors had just heard must render the resolution which he was about to propose most gratifying to the parties interested therein. He referred to the vote of thanks which it was their duty to give to the directors, who had brought to this issue the half-year's proceedings of this institution. He therefore moved "That the sincere thanks of this meeting be presented to the directors, for their continued attention to the business of the bank," and congratulated his friends on having arrived at the completion of another half-year's successful management of the institution. All who were proprietors must have but one opinion as to the result of joint-stock banks generally, and all would agree with him that the mainspring of their prosperity was in the wise and prudent management of which they would have such substantial proof on the 10th inst.—Mr. T. Corney had great pleasure in rising to second the proposition.—The resolution was then agreed to.

W. Borradaile, Esq., wished to know whether the joint-stock banking committee had elicited from government any thing with respect to the intended bill, which was to facilitate joint-stock banking generally, and particularly in London, inasmuch as there were difficulties hanging over banks in the metropolis which did not affect those sixty-five miles beyond it. He wished to know whether there was any reason to suppose there would be an amelioration in the law relating to the London banks.

The Chairman thought it was unnecessary for him to say that no alteration in the law respecting joint-stock banks had taken place since the last meeting. A committee of the House of Commons, appointed on the motion of the Chancellor of the Exchequer, was now sitting; but, as its proceedings were secret, he had no information to communicate. He hoped, however, that some improvement of the law would take place.

Mr. Borradaile said that was so far satisfactory, but at the meeting of the London and Westminster Bank something transpired which produced a favourable impression. He only wanted to know whether there was any foundation for these hopes or not.

The Chairman said there was nothing which he could communicate upon this subject as a positive fact. The necessity of the case, as well as the general feeling of the public on the subject, made some alteration of the law probable. He had, however, the pleasure of seeing three of his fellow-directors present who were members of parliament, and who would, perhaps, have the goodness to state their impressions on the subject.

W. Ormsby Gore, Esq., M.P. for Shropshire, was sorry to say that he had no information to give upon the subject. As the chairman had informed the meeting, the committee was a secret one, and no communication had been made which could be advantageous or otherwise to the system of joint-stock banks. At the same time, he was quite certain that some alteration would be made, and there were those in the House of Commons who would closely watch and guard the interests of those institutions.

J. M'Taggart, Esq., M.P., could only say that the members connected with the joint-stock banks were paying great attention to the subject, and watching closely the proceedings of the government.

Mr. Borradaile said the answers were so satisfactory that he did not regret having asked the question.

The thanks of the meeting were then voted to the directors, the manager, and the chairman, and the meeting adjourned.

HUNGERFORD MARKET COMPANY.

The usual half-yearly general meeting of this company was held on Friday, the 31st ult., The Earl of Devon in the chair.

The report was read, and in effect stated, that the revenue of the company had gradually increased, and that for its further increase it was important the remaining 200 shares in the foot bridge should be subscribed for by the proprietors in this company. The greatest convenience would be afforded by the construction of the bridge, and the necessity obviated of providing at considerable cost to this company, the increased accommodation now required by the demands of the public for steam-boat conveyance; that 500*l.* had been paid off the debenture loan account, and that it would be just to remunerate the working directors. The noble chairman urged these subjects on the favourable attention of the proprietors, and spoke in commendation of Mr. Whitbread's conduct as an auditor; and of the manner in which the accounts of the company are kept by the clerk. The directors and auditor who had gone out by rotation were re-elected. The grant to the directors and auditors was carried. Several proprietors offered suggestions for promoting the object of filling up the bridge shares, and a special meeting was agreed to for receiving the report of the directors, to whom it was referred to report on the legality of adopting the suggestions. Thanks to the chairman and directors were voted, and the meeting adjourned.

RAILWAY INTELLIGENCE.

Sheffield and Manchester Railway Contracts.—We have been requested to correct an error in the advertisement of the Sheffield and Manchester Railway Contracts, in our last Number. It is there stated that the Gamesley and Hattersley Contracts are to be let at Mottram, whereas it is now intended that they should be let at Manchester, at the same time with the Ardwick Contract.

Grand Junction Railway.—The rates for the carriage of merchandise on this railway were reduced on the 1st inst. The principal reductions are on goods which were formerly charged 1s. 6d. and 1s. 3d. per cwt.; the former charge having been reduced to 1s. 3d., and the latter to 1s. 1½d. per cwt. The company are now carrying throughout between Liverpool, Manchester, and London.

Midland Counties Railway.—Opening of the Line from Nottingham to Derby.—Thursday week was the day appointed for the opening of this great work. As this was only the opening to the directors and their friends, tickets of admission had been issued to about four or five hundred. We have been favoured with the following account of the time, with reference to the distances performed:—The train was put in motion, amid the cheers of the spectators, and the band playing "God save the Queen," precisely at 27½ minutes to one o'clock. At 18 min. to 1, arrived at Beeston; 12 min. to 1, arrived at Long Eaton Station House; 9½ min. to 1, crossed the canal; 7½ min. to 1, arrived at Sawley; 4½ min. to 1, arrived at Breaston; 3 min. to 1, at the first archway on the line; 2 min. to 1, stopped at the station (about half way) to take in water, which occupied about two minutes; at 11 min. past 1, at Spondon; and at 18 min. past 1, at Derby; the distance having thus been performed in about 45 minutes. Here (at Derby) we found hundreds of gaily attired spectators occupying heights commanding a view of the arrival, similar to our friends at Nottingham, who witnessed the departure. After remaining about an hour, we proceeded on our return, accomplishing the distance to Nottingham in forty-two minutes, where we were ushered into the spacious area amidst repeated cheers. The whole of the party having alighted, now took their places at the tables on which the cold collation had been set out. At the close of the repast, "Success to the Midland Counties Railway," "The spirited proprietors," "Mr. Vignolles, the engineer," and many other toasts were proposed, and most enthusiastically received. The distance to Derby was performed in thirty minutes, and the return in thirty-one minutes. The distance from Nottingham to Long Eaton (six miles and a half), was gone over in nine minutes, or at the rate of forty miles an hour.

Midland Counties Railway.—The following is the engineer's return of the quantity of earth-work executed, and the number of men, horses, and engines, employed on the works yet to be completed of the Midland Counties Railway, from the 20th April to the 18th May, 1839:—Earth-work executed, 297,960 cubic yards; number of men, 5138; number of horses, 513; engines, three locomotive and two stationary.

Opening of the York and North Midland Railway.—On Thursday week, this important national and commercial undertaking was opened from the terminus at York, to the junction with the Leeds and Selby Railway, near South Mitford, which forms an uninterrupted railway communication between York and Leeds, and York and Selby, and the several intermediate places. The preparations were on the most liberal scale. A large party of ladies and gentlemen were invited to breakfast in the Guildhall, York, at eleven o'clock; and at half-past twelve a procession was formed to the station, preceded by a band of music. The train started at one o'clock, and proceeded to the junction; and on its return the procession re-formed, and walked, attended by the music, to the Guildhall. At four o'clock, a grand dinner was served up at the Guildhall. The city presented an animated appearance throughout the whole day, a great number of visitors from the country having arrived to witness this interesting scene. Not the slightest accident occurred on the trip.—On the following day the Manchester and Leeds Railway was traversed by the directors and a party of friends as far as Littleborough, a distance of about sixteen miles from Manchester. By this line the town of Rochdale is brought within twenty minutes distance of the former place.

MANCHESTER AND BIRMINGHAM RAILWAY BILL.

Mr. Bootle Wilbraham reported from the committee on the Manchester and Birmingham Railway Bill, that they had considered the several matters required by the standing orders relative to railway bills, and had agreed to a report, of which the following are the principal heads:—

The object of the Bill being to enable the present Manchester and Birmingham Railway Company to extend, vary, and enlarge the line of the railway in certain parts of the township of Manchester, and to make an approach to the railway, and to the station thereof, and to alter certain parts of the line of the railway, as already authorised to be made, in the counties of Chester and Stafford, it appeared to the committee that only some of the matters required to be inquired into by the standing orders apply to the present case. The company are restricted by their recited Act from raising by loan or mortgage a larger sum than one-third of their capital, and also from raising any money by loan or mortgage, until 50 per cent. on the whole of the capital shall have been paid up; and it is not intended to take powers by the present Bill to raise any further sum of money. That no part of the proposed extended, or altered line is intended to cross any turnpike-road or other public carriage-way on the level. That the proposed extension and deviations will not involve the formation of any inclined plane, nor are there any peculiar engineering difficulties. That there is a tunnel of 1426 yards in length, twenty-four feet broad, twenty-five feet high, ventilated by at least six shafts, and the strata are favourable. That the gradients and curves are generally favourable; the steepest gradient is fourteen feet in a mile, or 1 in 377; and the smallest radius of a curve is one mile and three-quarters. That the length of the proposed extension and approach to the station is 120 yards. That the extended and varied line is generally fit, in an engineering point of view. That it is not intended that the railway should pass on a level any turnpike-road or highway. That the total amount of the estimate is 540,835*l.* for the extension and deviations, and that the extension will cost of that sum 17,162*l.*, and that the whole can be effected within the present capital.

Mr. Bootle Wilbraham further reported, that the committee had examined the allegations of the bill, and found the same to be true; and had gone through the bill, and made several amendments thereunto.

Private and Joint-stock Banks.—The following private banks, in Yorkshire alone, have, within a short period, merged in joint-stock companies. At this rate, it may be predicted that, ere many years elapse, private banking in the country will become extinct:—Rawsons and Co., Halifax and Huddersfield; Briggs and Sons, Halifax; Hagues and Co., Dewsbury; Perfects and Co., Leeds and Pontefract; Bywater and Co., Leeds; Smith and Son, Leeds; Fletcher and Co., Boroughbridge; Coates and Co., Knaresborough; Farrer and Co., Ripon; Dressers and Co., Thirsk; Buckleys and Co., Saddleworth; Hutton, Other, and Co., Richmond and Leyburn; Walkers and Stanley, Sheffield and Rotherham; Skinners and Co., Gainsborough; Wilson, Sons, and Co., Huddersfield.—*Manchester Guardian.*

OPENING OF THE CROYDON RAILROAD.

On Saturday last, the 1st inst., the Lord Mayor, and the chairman and directors of the Croydon railroad, opened their line with splendid ceremonials. His lordship, accompanied by the Lady Mayoress and several persons of civic distinction, proceeded from the Mansion-house between twelve and one o'clock to the terminus near London-bridge. The train of carriages set off on the arrival of the Lord Mayor and Lady Mayoress, and rapidly passed on, amidst the cheers of a great multitude to Croydon. The carriages then returned, and gave a specimen of the rapidity with which the journey could be performed. The calculation was, that at some periods the train passed at the rate of sixty miles an hour. The carriages stopped at each station, to give the travellers an opportunity of examining the workshops of the company, which greatly astonished them by their magnitude, and the extraordinary ingenuity displayed in their arrangement and operations. The railroad is constructed upon wooden sleepers, and the carriages passed on unaccompanied with the rattling noise to which the passengers on some other railroads are subjected. At the New Cross station, the band which followed in the train played the national anthem in the Rotunda, while the company were viewing the process of plate boring and iron cutting. The rapidity with which the carriages went prevented the band from playing in the transit; but the moment a station was reached, they "discoursed most eloquent music." For about two miles there is a rise of one foot in every hundred, but the alteration in the speed in that interval is scarcely perceptible. It is, however, the intention of the directors to attach an engine to the back part of the train when the carriages are very numerous.

After having visited all the stations, the company reached Croydon for the second time at half-past three o'clock, and examined the warehouses and various places for the accommodation of the public. At Croydon, drawing-rooms were fitted up, and a very splendid *déjeuné à la fourchette* was prepared on the railway station, the floor of which was covered with boards, and the sides hung with striped cotton drapery and decorated with flags of various kinds. The Croydon station is situate at the bottom of what was formerly the basin of the old Croydon Canal, and crowds from the adjacent villages were assembled on the banks, and applauded to the echo this very interesting ceremonial. At four o'clock the *déjeuner* was announced to be ready by the chairman, and the company, to the number of 150, sat down to an entertainment provided in Mr. Bleaden's best style. The band of the Coldstream Guards was in attendance during the day. The entire ceremonial passed off with great *eclat.*

In the course of the day our reporter minuted the time occupied in passing from Croydon to London. It was as follows:—

From Croydon to the Beulah Spa	4 minutes.
" the Beulah Spa to Penge-common	3
" Penge-common to Sydenham	1
" Sydenham to the Dartmouth Arms	1½
" the Dartmouth Arms to New Cross.........	4½
" New Cross to the Greenwich Junction	2
" the Junction to the Terminus	5
Total..............	21 minutes.

On Wednesday morning, at half-past eight o'clock, this railway was opened for public traffic. The first train was crowded with passengers.

Cheshire Marl.—Caution to Engineers.—In an excellent work recently published under the title of "Life of Thomas Telford, written by himself," that celebrated engineer, in speaking of the difficulties which had to be encountered in the formation of the Liverpool and Birmingham Junction Canal, thus expresses himself:—"It now became necessary to carry the Junction Canal in the shortest possible direction between the Birmingham Canal, near Wolverhampton, and the Ellesmere and Chester Canal at Northwich, although this led to crossing the numerous inequalities of ground between the before-mentioned places, whereby this canal encountered cutting and embankings of unusual magnitude, and proportionably expensive. In passing through Cheshire, the canal was in this respect peculiarly unfortunate; for the heavy soil of which the surface of that rich country chiefly consists, when used for embankments, slips and bulges in great masses, and rapidly dissolves when exposed to the atmosphere. From an unaccommodating disposition in some of the landowners, in persisting to prohibit the proper line of canal, these evils were experienced to an enormous and unprecedented extent; and I am bound to state, for the benefit of engineers who may be engaged in similar works, that to the height of ten or twelve feet, it was found by experience, Cheshire marl retains its shape sufficiently well; but when the height required amounts to fifty, sixty, or seventy feet, no estimate can safely be made, and the enterprise ought not to be hazarded."

The French government has decided on proposing to the Chamber of Deputies, to undertake the railroad from the capital to the Belgian frontier.

SALE OF COPPER ORES AT CAMBORNE.

Sampled May 23, and sold at Tyack's Hotel, Camborne, June 6.

Mines	Tons	£	s.	d.	Purchasers	Mines	Tons	£	d.	s.	Purchasers
E. Crofty	95 ..	10	3	6..	Vivians.	United H.	58 .	9	10	6.	Mines Royal
ditto	84 ..	1	6	6..	——	ditto	29 ..	8	8	6..	Vivians.
ditto	78 ..	4	6	6..	Freemans.	Fowey C.	99 ..	6	1	0..	Williams.
ditto	73 ..	4	9	6..	——	ditto	96 ..	5	11	6..	——
ditto	72 ..	4	3	6..	Williams.	ditto	88 ..	5	16	0..	——
ditto	70 ..	4	5	0..	Freemans.	ditto	49 ..	9	3	0..	——
ditto	66 ..	4	15	6..	——	Stray Park	66 ..	6	5	6..	——
ditto	64 ..	7	12	0..	——	ditto	54 ..	6	11	6..	——
ditto	62 ..	4	0	6..	Vigurs & Co.	ditto	48 ..	11	16	0..	Vigurs & Co.
ditto	55 ..	2	11	0..	Crown Co.	ditto	41 .	4	4	0..	Williams.
ditto	54 ..	3	6	6..	Freemans.	ditto	38 ..	2	10	0..	Freemans.
ditto	41 ..	5	9	0..	——	Wh. Lydia	85 ..	3	1	0..	Nevill & Co.
Longclose	52 ..	4	2	6..	——	ditto	66 ..	4	7	6..	Mines Royal
ditto	51 ..	4	15	6..	Vivians.	S. Towan...	86 .	5	0	6..	——
Dolcoath ..	79 ..	1	15	6..	Nevill & Co.	S. Basset ..	72 ..	5	11	0..	Vigurs & Co.
ditto	68 .	6	5	6.	Vigurs & Co.	ditto	57 ..	3	12	0..	Nevill & Co.
ditto	55 ..	3	18	0..	Nevill & Co.	ditto	50 ..	5	2	6..	Vigurs & Co.
ditto	44 .	2	5	0..	Freemans.	Tincroft ..	56 .	2	12	6..	Vivians.
ditto	42 ..	4	9	6..	Mines Royal	ditto	54 ..	5	17	6..	——
ditto	40 ..	4	11	6..	Nevill & Co.	ditto	50 ..	2	15	6..	P. Grenfells.
ditto	36 ..	1	14	6..	——	East Pool .	61 ..	5	1	6..	Nevill & Co.
ditto	30 ..	2	8	6..	——	ditto	51 ..	7	4	0..	Vigurs & Co.
United H.	98 ..	8	15	6..	Mines Royal	ditto	47 ..	8	9	0..	P. Grenfells.
ditto	76 ..	3	3	6..	Vivians.	W. Harriet	54 ..	2	7	6..	Vivians.
ditto	73 ..	3	0	6.	——	W. Tehidy	23 ..	6	3	6..	Nevill & Co.
ditto	70 ..	5	6	6..	——	Wh Clifford	20 ..	5	16	6..	Vigurs & Co.

TOTAL PRODUCE.

East Wh. Crofty } Longclose...... }	910	£4313 4 6		Wheal Lydia .. } South Towan .. }	237	£990 5 0
Dolcoath	376	1311 10 6		Tincroft	160	663 0 0
United Hills	379	1455 0 0		East Pool	154	934 1 0
Fowey Consols	328	2052 13 6		Wh. Harriet.......	54	128 5 0
Stray Park	267	1789 12 0		Wheal Tehidy	23	154 7 6
South Wh. Basset	169	895 11 0		Wheal Clifford ..	20	116 10 0

Average standard, 106*l.* 0s.—Average produce, 6¾.—Average price, 4*l.* 13s. 6d.—Quantity of ore, 3061.—Quantity of fine copper, 212 tons 6 cwt.—Amount of money, 14,511*l.* 0s.—Average standard of last sale, 104*l.* 1s. 6d.—Produce, 7½.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 707; Wh. Treasury, 404; Wh. Virgin, 330; Tresavean, 281; Fowey Consols, 269; Wh. Julia, 260; Great Wh. Fortune, Wh. Prosper, and Roskear, 240; Wheal Unity Wood and Union, 200; Wh. Harmony and Cardrew, 170; Levant, 150; Bolitian, 140; Bayley's Ore, 142; Wh. Mary, 42; Wh. Elizabeth, 19; Wh. Edward, 1.—Total, 3482.

Copper ore for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Consols Mines, 676; Tresavean, 460; Fowey Consols, 256; Trethellan, 720; Duffield Mines, 195; Treleigh Consols, 143; Trefold, 127; Wheal Gorland, 100; South Caradon, 69; Wheal Barrow, 47; North Downs, 40; Great Wheal Prosper, 23.—Total, 2816.

Sampled May 15th, and sold at Truro, May 30.

The particulars of this sale were given in our last—the following was omitted in consequence of the non-arrival of the Ticketting Paper.

Consolidated	1965	£10810 11 0		East Crinnis..	104	£343 4 0
Gt. St. George	723	2453 18 6		Godolphin	102	626 1 0
Wheal Ellen........	476	1415 13 6		Wh. Prudence....	90	305 9 0
Fowey Consols	298	1537 3 6		Wheal Trewavas	79	442 8 0
Levant	195	2231 13 6		Wheal Leisure.....	61	204 7 0
Wheal Perran.......	143	871 1 0		Pembroke	41	228 11 6
Wheal Vor	143	819 16 0		Wheal Kitty.......	29	190 13 6

SALE OF COPPER ORES AT SWANSEA.

Copper Ores for sale on the 12th of June:—Knockmahon 122, ditto 117, ditto 113, ditto 95, ditto 74, ditto 67, ditto 64, ditto 63, ditto 61, ditto 60, ditto 57, ditto 50, ditto 44—Allihies 97, ditto 90, ditto 79, ditto 78, ditto 75, ditto 52, ditto 53, ditto 51, ditto 50—Cuba 95, ditto 91, ditto 80, ditto 76, ditto 75, ditto 61, ditto 60—Cuba 98, ditto 93, ditto 130—Ballymurtagh 105, ditto 65, ditto 50, ditto 49—Chili 107, ditto 106, ditto 71, ditto 53, ditto 36, ditto 9—Tigroney 80, ditto 37—Bewn-y-coed [illegible]—Laxey 47—Ballygahan 40—[illegible] 21—Fomaldi 16, ditto 7, ditto 4—Lingarvin 20, ditto 14.—Total, 3467.

PURCHASES OF COPPER ORES AT TRURO.

May 30.

Purchasers.	Mines.	Tons.	Total.	Price.	Each parcel.	Total Amount.
				£ s. d.	£ s. d.	£ s. d.
1. Mines Royal Co.	ConsolidatedMines	42		7 18 0	331 6 0	
——	Wheal Ellen.....	24½		3 15 0	91 5 0	
——	....	61		3 6 6	219 10 0	
——	Godolphin........	61		7 12 6	465 2 6	
			187½			1197 3 0
2. Vivian & Sons.	ConsolidatedMines	124		5 0 0	620 0 0	
——	....	57		4 19 6	283 11 6	
——	....	100		4 8 6	482 6 6	
——	....	104		5 0 0	520 0 0	
——	....	95		4 19 6	472 13 6	
——	....	93		6 15 6	630 1 6	
——	....	91		4 6 6	393 11 6	
——	....	88		6 17 6	605 0 0	
——	....	69		4 14 0	324 6 0	
——	Great St. George..	93		2 8 0	223 4 0	
——	....	44½		3 14 6	165 15 3	
——	....	95		2 10 6	207 10 0	
——	....	56		1 18 6	107 16 0	
——	Wheal Prudence..	44		3 13 6	161 14 0	
——	Wheal Leisure....	61		3 7 0	204 7 0	
			1211½			5401 15 9
3. Freeman and Co.	ConsolidatedMines	35½		6 11 6	239 14 3	
——	....	51		4 13 6	238 8 6	
——	....	47		4 11 6	215 0 6	
——	Great St. George..	72		5 8 6	390 12 0	
——	Wheal Ellen ...	24½		3 15 0	91 5 0	
——	....	24		2 17 0	68 8 0	
——	....	68		2 4 6	151 6 0	
——	....	67		3 9 6	232 16 6	
——	....	19		6 0 6	116 11 0	
——	Wheal Vor........	15		3 15 0	56 5 0	
——	Godolphin........	41		3 18 6	160 18 6	
——	Wheal Prudence..	46		3 2 6	143 15 0	
			512½			2130 0 3
4. Grenfell & Co.	East Crinnis......	104		3 6 0	343 4 0	
	Pembroke.......	41		5 11 6	228 11 6	
			145			571 15 6
5. Crown Copper Co.	ConsolidatedMines	115		6 4 6	715 17 6	
	....	100		5 3 6	517 10 0	
——	Gt. St. George....	22		3 17 0	84 14 0	
——	Wheal Ellen	24		2 17 0	68 8 0	
			261			1386 9 6
6. Sims, Williams, Nevill, and Co.	ConsolidatedMines	75		4 11 0	341 5 0	
	....	38		4 7 6	166 5 0	
	Gt. St. George..	70		3 4 6	225 15 0	
——	....	22		3 17 0	84 14 0	
——	....	56		4 9 0	250 2 0	
——	....	45		3 17 0	163 11 0	
——	Wheal Ellen	18		6 9 6	116 1 0	
——	Wheal Perran	55		8 3 6	449 12 6	
——	....	49		3 7 0	164 3 0	
——	....	41		6 5 6	257 5 6	
			469			2229 4 9
7. Williams, Foster & Co.	ConsolidatedMines	82		4 11 6	375 3 0	
	....	73		4 4 0	302 8 0	
——	....	7		0 17 0	5 19 0	
——	Great St. George..	92		3 3 0	289 16 0	
——	....	44½		3 14 6	165 15 3	
——	....	22		3 17 0	84 14 0	
——	Wheal Ellen.. ...	24½		3 15 0	91 5 0	
——	....	24		2 17 0	68 8 0	
——	Fowey Consols...	108		5 13 0	598 16 0	
——	....	97		4 19 6	482 11 6	
——	....	93		4 18 0	455 14 0	
——	Levant	92		8 15 6	807 6 0	
——	....	64		15 1 0	963 4 0	
——	....	39		11 16 6	461 3 6	
——	Wheal Vor.......	107		4 13 0	497 11 0	
——	Wheal Trewavas..	79		5 12 0	442 8 0	
——	Wheal Kitty......	29		6 11 6	190 13 6	
			1080½			6948 17 9
8. Vigurs and Co.	ConsolidatedMines	57		4 19 6	283 11 6	
——	....	38½		6 11 6	250 14 3	
——	....	78		6 10 6	509 19 0	
——	....	76		8 8 6	640 6 0	
——	....	71		6 4 0	440 4 0	
——	....	70		5 14 6	400 15 0	
——	....	66		7 7 6	486 15 0	
			457½			3020 4 9
			4550			22180 11 0

METEOROLOGICAL JOURNAL, 1839.

May	Thermometer.	Barometer.	June	Thermometer.	Barometer.
Thursd. 30 from	46 to 71	30,02 to 29,97	Monday 3	46 .. 61	29,67 .. 29,56
Friday...31	51 .. 67	29,94 .. 29,91	Tuesday 4	49 .. 63	29,64 .. 29,68
Saturd. 1	46 .. 71	29,90 .. 29,86	Wednes. 5	46 .. 70	29,77 .. 29,66
Sunday 2	44 .. 63	29,85 .. 29,75			

Prevailing wind, N.E.

Except the 3d, morning of the 4th, and afternoon of the 5th, generally clear; rain on the 3d; lightning and distant thunder in the W., accompanied with heavy rain between four and five o'clock on the afternoon of the 5th.

Rain fallen, ,3675 of an inch.

Edmonton. Charles Henry Adams.

GOLD AND SILVER.

Foreign Gold in Bars (standard) .... per oz.	£3	18	0
Foreign Gold in Coin, Spanish Doubloons	0	0	0
.. .. .. 20 Franc pieces...............	0	0	0
New Dollars	0	0	0
Silver in Bars (standard)	0	5	0

FROM THE LONDON GAZETTE.

Tuesday, June 4.

BANKRUPTS.

E. Parker, Piccadilly, perfumer. [Knight, Panton-street, Haymarket.
A. Dickey, Old Jewry, linen factor. [Turner and Hensman, Basing-lane.
W. C. Parr, Frederick-street, Vincent-square, Westminster, licensed-victualler. [Pollock, Red Lion-square.
E. Taylor, Liverpool, drysalter. [Walmsley and Co., Chancery-lane.
J. Runcorn, Chorlton-upon-Medlock, Lancashire, cotton-spinner. [Milne, Parry, Milne, and Morris, Temple.
J. and T. Binney, Sheffield, merchants. [Rodgers, Devonshire-square.
H. Tompkins, Bromyard, Herefordshire, victualler. [Douglas and Cragg, Verulam-buildings, Gray's-inn.
J. Jones, Chepstow, Monmouthshire, wine-merchant. [White and Whitmore, Bedford-row.
J. Stelfox, Manchester, grocer. [Johnson, Son, and Weatherall, Temple.
J. Coombe, Bath, currier. [Pinniger and Westmacott, Gray's-inn-square.

Certificates to be granted, unless cause be shown to the contrary, on or before June 25.

J. Last, Edward-street, Hampstead-road, printer—E. B. Brown, Bryanston-street, Marylebone, coal merchant—P. Bray, Bromyard, Herefordshire, dealer in potatoes—J. Lace, Bristol, woollen-draper—G. Peach, Northampton, woolstapler.

Friday, June 7.

INSOLVENT.

June 4.—Edward James Hargrave, Bishopsgate-street-without, victualler.

BANKRUPTS.

H. G. Collins, College-street, Fulham-road, bookseller. [Harrison, Walbrook.
W. Ambrose, Awre, Gloucestershire, timber-merchant. [Cree, Verulam-buildings, Gray's-inn.
H. Knight, Reading, common-brewer. [Toulmin, Old Jewry.
J. Pope, Tor, Devonshire, builder. [Addington and Co., Bedford-row.
C. Hall, Hanley, Staffordshire, engraver. [Litchfield and Owen, Chancery-lane.
J. D. Penn and E. Penn, Northampton, shoe-manufacturers. [Turner and Hensman, Basing-lane, Cheapside.

Certificates to be granted, unless cause be shown to the contrary, on or before June 28.

S. Rothwell, Cross-lane, Tower-street, printer—J. Bradley, Great Titchfield-street, Marylebone, printer—G. H. Powell, Hay, Breconshire, dealer and chapman—T. Wood, King-street, City, woollen-agent—W. Oliver, Manchester, tailor.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market:—Holywell Main 21 6—Lambton's Main 16—Original Windsor's Pontop 20—West Hartley 21 3—Wylam 19 6—Wall's End Hilda 19 6—Hetton 19—Killingworth 19 9—Newmarch 19—Todd's Braddyll's 19 6—Riddell's 20—Braddyll's Hetton 22 3—Haswell 22 6—Hetton 22 6—Lambton 22 6—Lyon's 21—South Hetton, Lyon's, 20 3—Pemberton 19 6—Russell's Hetton 22 3—Stewart's 22 9—Whitwell 21—Hartlepool 22 6—Kelloe 22 3—Barrett 20 9—Brown's Deanery 19 6—South Durham 20 6—Seymour Tees 20 6—Tees 21 9—West Tees 19 3—Preston Grange 19.—Ships arrived, 69.

WEDNESDAY.

Carr's Hartley 19 6—Lambton's Main 16—Pontop Windsor 19—Tanfield Moor 20—Wall's End Dean's 17 3—Gosforth 20 6—Heaton 20—Hilda 19 6—Killingworth 19 6—Riddell's 20—Smith's 19 6—Hetton 22—Lambton 20—Adelaide 21 9—Barrington Tees 19 6—Clarence Hetton 19 6—Cowndon 20—North Gordon 20—South Durham 20 9—Tees 22 3—Tees Hetton 19.—Ships arrived, 8.

FRIDAY.

Adair's 19 6—Bewick Main 16 9—Carr's Hartley 20 6—Hebburn Main 19 9—Holywell Main 22—Ord's Redheugh 17—Windsor Pontop 20—West Hartley 21—West Tanfield 16 6—Willington 19—Wylam 20 6—W. E. Bell and Brown 19 6—Bewick and Co., 20—Brown's 16 6—Dean 17 3—Gosforth 20 6—Heaton 19 9—Hetton 19 9—Killingworth 19 6—Newmarch 19—Riddell's 20—Smith 19—Tanfield 16 9—Walker 20—Braddyll's Hetton 20—Hartlepool 23—Barrett 20 9—Gordon 20 9—[illegible] Tees 21—Haswell 22 9—Hetton 22—South Durham 20 3—Seymour Tees 21 6—[illegible] 21 6—Tees 22 3—Tees Hetton 19—West Tees 19—Eighn 21—Hartley 21.—Ships arrived, 19.

NEWSPAPER ... LON ...

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent.	195½ 4½	195½ 5	194 4½	194	194 3½	195 4
3 per Cent. Red. Anns.	92¾	92¾ ⅞	92¾ 3	93 2¾	92¾ ⅞	92¾ ⅞
3 per Cent. Consols	93½ ⅞	93½ ⅞	93½ ⅞	....	93¾	93¾
3½ per Cent. Anns. 1818.	...	..	100	....	99¾	....
3 per Cent. Anns. 1726.	....	...	....	....	..	..
3½ per Cent. Red. Anns.	100¼	100¼	100¼	100¼ 100	100 99¾	99¾ 100¼
New 3½ per Cent. Anns.	101¾ ½	101¾ ½	101¾ ½	101¾ ½	101	....
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	14¾	14¾	14¾	14¾	....	14¾
Anns. for 30 Years 1859.	14¾	..	14¾	....	14¾	14¾
Ditto 1860.	..	14¾	....	14¾	....	....
India Stock, 10½ per Cent.	257	....	....	..	....	....
South Sea Stock, 3½ per Cent.	....	....	....	....	....	....
Ditto Old Ann. 3 per Cent.	....	90¾	90¾	....	....	....
Ditto New Ann. 3 per Cent.	....	....	....	....	....	....
3 per Cent. Anns. 1751	..	..	....	..	....	....
India Bonds, 4 per Cent.	27 p	28 29 p	28 30 p	30 p	32 p	....
Exchequer Bills, 2d. 1000.	25 27	27 25	25 28	26 30	30 28	30 28 p
Ditto 500.	28 26	27	28	29 30	31 28	32
Ditto Small	28	28 25	26 29	27 30	29 32	30 32
Ditto Com.	....		....	....	4	..
3 p. Cent. Cons. for Op. July 17	94 3¾	93¾ 4	94¼	94¼ 3¾	93¾	93¾ 4
Bank Stock for Op. July 17	..	196	....	195½	195	194¾
India Stock for Op. July 17	256½	...	....	....	..	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	Shut.		Open.	
3 per Cent. Consols	Tuesday,	June 4,	Wednesday,	July 17, 1839,
New 3½ per Cent.	Tuesday,	" 4,	Wednesday,	" 17, "
3 per Cent. 1726	Thursday,	" 6,	Thursday,	" 11, "
New 5 per Cent.	Friday,	" 7,	Friday,	" 12, "
Annuities for terms of years	Wednesday,	" 5,	Friday,	" 19, "
India Stock	Tuesday,	" 4,	Thursday	" 11, "
South Sea Stock	Friday,	" 7,	Friday,	" 12, "
New South Sea Annuities	Thursday,	" 6,	Thursday,	" 11, "
3 per Cent. 1751	Thursday	" 6,	Thursday,	" 11, "

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	....	108½ ¼	108½ ¼	....	....	....
Belgian, 5 per Cent.	...	101¼	....	....	....	....
Brazilian	....	...	79¾	79¼	....	....
Ditto, 1829	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	....	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	...
Chilian, 6 per Cent.	....	....	....	27½	....	....
Colombian, 6 per Cent.	....	....	....	....	....	....
Ditto, 1824, ditto	31	30¾	30¾	31 30¾	30¾	....
Danish, 3 per Cent.	75½	75½	....	74¾	....	....
Greek, 5 per Cent.	....	....	....	....	....	...
Ditto, 1825, 5 per Cent.	....	..	....	....	....	...
Mexican, 5 per Cent.	..	..	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	..	....	26	26 5½	....	....
Ditto, def. do. 6 per Cent.	....	....	....	..	....	....
Neapolitan, 5 per Cent. 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	....	....	....	....	....	....
Portuguese, 5 per Cent.	72	..	..	....	....	71½
Ditto, New 5 per Cent.	35½	34½ ¾	34½ ¾	34½ ¾	34½	34½
Ditto, 3 per Cent.	21½	21 20¾	21 20½	20¾	20¾ ½	20¾
Prussian, 4 per Cent.	....	112½	....	....	....	....
Russian, 1822, 5 per Cent.	....	....	....	112½ 13	..	....
Spanish, 5 per Cent. Consols	19¼	19¾ ¼	19¾ ¼	19½ ¾	19½ ¾	19¾
Ditto, passive	..	..	...	4¾	4¾ ½	....
Ditto, deferred	8¾	8¾ ½	...	....	8¾	..
Dutch, 2½ per Cent.	56¼	56¾ 6	56	56	56¾ 6¼	56¼
Ditto, 5 per Cent.	102¾ ¾	102¾ ½	102¾	102¾ ¾	....	102¾ ¾
Ditto, New, 1837	99¾	....	..	....	99¾ ½	99¾

FRENCH FUNDS.

	Paris. May 30	June 1	June 3	June 4	June 5	London. June 4	June 7
5 per Cent. Ann.	111f. 5c.	111f.20c.	111f.10c.	110f.95c.	111f.15c.	111f.	....
Ex. on Lond. 1 mth.	25f. 15c.	25f. 15c.	25f. 15c.	25f. 15c.	25f. 15c.	25f. 40c.	....
ditto 3 mths.	24f.97½c.	24f.97½c.	24f.97½c.	24f.97½c.	24f.97½c.	....	....
4½ per Cent. Ann.	....	....	..	100f.	....	....	....
Exchange							
4 per Cent. Ann.	101f.75c.	101f.70c.	101f.70c.	101f.60c.	101f.60c.	....	..
Exchange							
3 per cent.	81f. 20c.	81f. 20c.	81f. 20c.	81f. 90c.	81f. 15c.	....	....
Exchange							
Bank Shares	2720f.	2725f.	2720f.	2725f.	2727f.	....	....

IRISH FUNDS,

June 6, 1839.

Bank Stock		196	Royal Canal Stock				32
Government Debentures	3½ per ct.	92½	Patriotic Insurance	10	0	0	6¼
Ditto Stock	3½ per ct.	93¾	Provin. Bank of Ireland	25	0	0	41¼
Ditto New	3½ per ct.	100¼	Hibernian Bank	25	0	0	25¾
Ditto ditto, reduced	4 per ct.	99¼	Grand Canal Stock				28
Consols	3 per ct.	92¾	Mining Co. of Ireland	7	0	0	15
City Debentures	4 per ct.	65¼	City of Dublin Steam Co.	100	0	0	11½
Exchequer Bills	3½d per diem	25	Kingstown Railway	60	0	0	31¾

AMERICAN FUNDS.

Redeemable.	London	America	Redeemable.	London	America
New York 5 1855	92		Louisiana 5 1844, 7, 50, 2.	93½ 4	
5 1860	92		Mississipi .. 6 1861, 6, 71		
.. 1860			INCORPORATED BANKS. Per Cent.		
Pennsylva. 1859, 60, 41			United States .... 8 1866.	23½	118¼
.. 1848			Louisiana State.. 10 1870.		
.. 1855, 4			Bank of Louisiana 8 1870.		
.. 1856			N. Orleans, Canal & B. Co. City Bank		
.. 1858					
.. 1860, 62	91		New York Life and Trust 5	40	
.. 1862			Tenessee Planters 9		
Maryland 6 1870	100		Mississippi.. 10		
Ohio 6 1860			Exchange at New York		109¼

COURSE OF EXCHANGE.

FRIDAY, June 7, 1839.

	Prices quoted.	Prices negotiated on 'Change.			Prices Quoted.	Prices negotiated on 'Change.	
Amsterdam	12 3½	12 3	12 3½	Seville	36¾	—	—
Ditto at Sight	12 2½	12 0	12 ¼	Gibraltar p. h. d.	48	..	..
Rotterdam	12 4	12 3½	12 3½	Leghorn	39 45	39 5	39 10
Antwerp	12 5	12 2½	12 2½	Genoa	25 75	25 62½	—
Hamburgh Mrs. 3	13 15	13 10½	13 11	Milan	31	—	—
Altona	13 15½	—	—	Venice p. 6 A. L.	47	—	—
Paris, 3 days' sight	25 45	25 25	25 30	Naples	40	40	—
Ditto	25 75	25 60	25 62½	Palermo	120 oz	120¾	—
Marseilles	25 80	25 62½	25 65	Lisbon	54½	54½	54½
Frankfort on Main	152	150¼	151	Oporto	54½	54½	54½
Petersburg p. rouble	10¼	—	—	Rio Janeiro	29	—	—
Berlin .. rix doll.	7 6	—	—	Bahia	27	—	—
Vienna eff .... fls.	10 7	10 3½	10 4½	Buenos Ayres	—	—	—
Trieste ditto	10 8	10 4½	10 5	Dublin	—	—	—
Madrid	37	37¼	37¼	Cork	—	—	—
Cadiz	37¾	37¾	37¾	Madras	—	—	—
Bilboa	36¾	—	—	Calcutta	—	—	—
Barcelona	36¾	—	—	New York & Philad	46¼ 6	—	—

PRICES OF METALS.

	£	s.	d.		£	s.	d.
Copper, Brit.—Cake ... ton	92	0	0	Iron, Brit.—Pig, No. 1 ... ton	5	15	0
Tile ... do.	90	0	0	Bar ton 0 0 0 to	10	0	0
Sheets ... lb.	0	0	11	Do. Carg. in Wales	9	5	0
Bottoms ... do.	0	1	0	Bolts ... ton	10	10	0
Foreign—S. Am. (dp. 27s. cwt.) bd. ... ton				Nail Rods ... ton	11	0	0
				Hoops ... ton	12	0	0
Tin, Brit.—Blocks ... cwt	4	5	0	Sheets, single ton	13	0	0
Bars ... do.	4	5	0	(Others in proportion.)			
Plates, common to best, per box. I.C. 1 11 0 to	1	13	0	Foreign— Duty 30s. per ton. Swedes, ca. bd. ton	14	15	0
I.X. 1 17 0 ..	1	19	0	for Steel, (var. mks.) ton 16 0 0 to	25	0	0
I.X.X. 2 3 0 ..	2	5	0	Russian ccnd... ton	14	0	0
Wasters of the above 8ds. 2s. less, all others 6s. less.				P.S.I. ... ton	15	0	0
(Others in proportion.)				C.C.N.D. ... ton	16	10	0
Foreign— duty 10s. per cwt. Banca, bd. cwt.	3	19	0	Steel, Brit.—Blistered, (various qualit.) ton 25 0 0 to	45	0	0
Straits, bd. cwt.	3	17	0	Shear do. do. 45 0 0 ..	64	0	0
Bars, bd. cwt.	4	4	0	Cast do. do. 45 0 0 ..	64	0	0
Lead, Brit.—Pig ... ton	19	10	0	Foreign— Duty 20 per cent. Swedes in kgs bd ton	18	10	0
Sheet ... ton	20	10	0	Do. Faggots bd. ton	19	0	0
Shot ... ton	22	10	0	Milan ... bd. ton	20	0	0
Red ... ton	21	10	0	Spelter, For.—Cakes (dp. 2l. p. ton.) .. bd. ... ton	19	0	0
White (dry) ... ton	30	0	0	English Sheets	33	0	0
Do. (gd. in oil) ton	32	0	0	Quicksilver—(dp. 1d. per lb.) bd. ... lb.	0	3	10
Litharge ... ton	21	10	0				
Foreign—Spain (dp. 40s. per ton) bd. ... ton	19	0	0				

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from June 8 to 14.

	Saturd.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday
Morning	10 40	11 42	0 11	1 10	2 6	2 59	3 44
Afternoon	11 11	— —	0 40	1 40	2 33	3 20	4 4

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
500	Anglesey	100	5	10	8	10
1,800	Arigna Iron & Coal Co.	50	35	..	..	—
4,000	Bissoe Bridge	5	5	¼	¼	¼
8,000	Blaenavon	50	40	43¾	43¾	43¾
8,000	British Tin	2½	2½	¼	¼	¼
20,000	British Iron	50	50	9½	9	9½
1,000	Cariggan	..	14	5	5	5
100	Copper Bottom	..	41	30	30	30
2,000	Cornubian Lead Co.	..	3½	4½	4	4
6,000	Cornwall Great United	12	9	2	2	2
5,000	Dartmoor Consols	5	5	3	3	3
10,000	DurhamCountyCoalCo.	50	30	..	..	—
2,000	East Cornwall Tin, &c.	6	6	3	3	3
2,560	East Wheal Strawberry	10	6½	¼	¼	¼
1,200	East Mulberry Hills	..	3½	2	2	2
4,000	English	25	12½	2	1½	2
10,000	Hibernian	50	9	4½	3½	4½
1,000	Holmbush	100	14	42	40	41
2,000	Isle of Serk (Guernsey)	..	5¾	11	11	11
12,000	Kellewerris	5	2½	¼	¼	¼
20,000	Mining Co. of Ireland	25	7	13	13	13
6,000	Perran Consols	5	3¾	1¾	1½	2
3,000	Polberou Consols	10	10	1	1	1
6,000	Polbreen	5	4	1¼	1	1
2,000	Relistian	..	..	20	19	20
5,000	Redmoor Consolidated	5	4½	3½	2½	3½
10,000	Rhymney Iron	50	40	36	36	36
8,000	St. Hilary	2½	1¾	¼	¼	¼
800	South Towan	10	10	6	6	6
4,000	Tregollan	5	3	3½	3½	3½
6,000	Trevorgus	5	5	¼	¼	¼
4,000	Treleigh Consols	5	4¼	1¾	1¼	1¾
4,300	Tamar Consols	5	3	3	2½	3
6,000	Tin Croft	10	6¾	6	5½	6
198	Trevaskus	..	60	60	55	55
3,030	Trewoivas	10	8	2	2	2
4,000	United Hills	5	5	11	10½	11
2,000	Wendron	8	8	3	3	3
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	¼	¼	¼
5,000	Wh.Harm.&Montague	10	10	6	5½	6
6,000	Wicklow Copper	5	5	8	8	8
3,820	West Wheal Jewel	8	6	5½	5	5
800	Wherry Mine	15	12	12	12	12
20,000	Western Mining Asso.	5	1	..	..	—
5,000	Wheal Sisters	..	¼	¼	¼	¼
256	Wh.Prosper (Stithians)	..	3½	5	4½	5

FOREIGN MINES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
4,000	Alten Mining Company	15	12½	11	11	11
10,000	Anglo Mexican Co.	100	100	1	1	1
3,374	Do. Subscription	25	25	2½	2½	2½
2,000	Bolanos	150	150	67½	67½	67½
	Ditto Scrip	..	25	36	36	36
10,000	Brazilian Imperial	35	20	16	16	16
10,000	Bolivar	20	20	24½	22	24½
10,000	Ditto Scrip	10	10	3	3	3
10,000	Cata Branca } Brazilian	10	7½	8	8	8
10,000	Conceiçao.. } Co.	10	2½	2½	2	2½
10,000	Candonga Mining Co.	20	7½	5	5	5
	Ditto registered	20	7½	3½	3½	3½
12,000	Cobre Copper Company	40	40	42	42	42
8,500	Colombian Co. regis.	55	55	3	3	3
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	10	10	10
20,000	General Mining Association	20	17	7½	7½	7½
5,351	Mexican Company	60	56¼	5	5	5
6,000	Mocambas and Cocaes	25	25	12½	12½	12½
5,000	Minas Geraes	20	10	7	6	7
2,000	New Granada	10	8	15½	14½	15½
14,582	{ Real del Monte, regis.	54½	43¾	7	7	7
	{ Do. unregistered	54½	..	8¾	8¾	8¾
	Ditto Loan Notes	150	150	160	160	160
7,500	Rio de Anori	..	3½	..	..	—
11,000	St. John d'el Rey	20	14	32	32	32
30,000	United Mexican	40	40	1¾	1¾	1¾
	Red New Scrip	..	5	2	2	2
	Black Scrip	..	5	4	4	4
14,000	Zacatecas Mining Co.	5	5	4	3¾	4

RAILWAYS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
2,500	Aylesbury	20	6	..	..	—
6,300	Birmingham and Derby	100	80	46¼	46¼	46¼
9,500	Birming. & Gloucester	100	50	20	19	20
7,500	Birm. Brist. & Th. Junc.	20	18	9	9	9
660	Bolton and Leigh	100	100	61	61	61
641	Ditto ¼ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	25	12	9½	11
1,172	Cant. & Whitstable	50	30	..	..	—
350	Cheltenham	100	100	1¼	1¼	1¼
5,000	Chester & Birkenhead	50	35	42½	42½	42½
5,000	Chester and Crewe	50	35	24¾	24¾	24¾
3,500	Do Extension	50	3	3	3	3
7,500	Chelten. & Gt. Western	100	40	8½	8½	8½
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
2,000	Clarence	100	32	35½	35½	35½
6,000	Dublin and Drogheda	100	10	8	8	8
	Dublin and Kingstown	..	60	70	70	70
8,000	Dublin and Kilkenny	100	2½	¼	¼	¼
800	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
2,040	Durham & Sunderland	50	50	45	38	45
3,000	Deptford Junction	20	1	1¼	1¼	1¼
60,000	Eastern Counties	25	16	10½	10	10½
5,000	Edinb. Leith & Newha.	20	7	4	4	4
18,000	Edinburgh & Glasgow	50	11½	5	5	5
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrsh.	50	20	16	16	16
16,000	Glasg., Paisley, & Green.	25	11	7¾	7¾	7¾
10,918	Grand Junction	100	100	200	200	200
10,918	Do. New	50	20	40¾	40¾	40¾
10,000	Great North of England	100	35	30	30	30
25,000	Great Western	100	65	74½	73	74½
8,000	Gt. Leinster & Munster	100	5	¼	¼	¼
2,000	Hartlepool	100	100	100	100	100
8,000	Hull and Selby	50	25	14¾	14¾	14¾
40,000	Kent Railway	50	2	..	..	—
6,000	Launceston & Victoria	25	2	..	..	—
3,100	Leeds and Selby	100	100	70	70	70
2,000	Leicester and Swaning.	50	50	73½	73½	73½
5,100	Liverpool & Manchester	100	100	194	194	194
12,021	Do. ¼ Shares	25	25	48½	48½	48½
7,956	Do. ½ do.	50	35	77	77	77
24,000	Lond. & Blackwall	25	11	8½	8¼	8½
20,000	London and Greenwich	20	20	17	17	17
	Ditto New	..	20	19¾	19¾	19¾
25,000	London and Birmingh.	100	90	168	167	168½
25,000	Do. ¼ Shares	25	5	29	27	29
14,000	London & Croydon Tr.	20	16½	13¼	12¾	13¼
6,000	Do. Scrip	15	12½	11	11	11
6,000	Do. (New Scrip)	20	7	8½	8½	8½
20,000	London & Southampton	50	30¾	45	43½	43½
16,000	London & South., New	25	20	20	20	20
36,000	Lond. & Brighton	50	22	13	12¾	13
12,000	London Grand Junction	50	5	..	..	—
3,000	Llanelly	100	72	70	70	70
14,000	Manchester and Chester	..	2½	..	..	—
13,000	Manchester and Leeds	100	30	44½	44½	44½
10,000	Do. (New)	50	5	9½	9½	9½
10,000	Manchest. South Union	100	5	5	3½	3½
1,000	Manchester & Oldham	100	3	..	..	—
60,000	Manchester & Birming.	70	13	11	10¾	10¾
12,000	Do. Extension	70	7	4½	3½	3½
4,000	Maryport & Carlisle	50	27	7	7	7
10,000	Midland Counties	100	60	40½	40½	40½
3,000	Newcastle and Carlisle	100	100	102	102	102
12,000	North Midland	100	45	61½	60½	61½
12,000	Northern and Eastern	100	12	3½	3½	3½
600	North Union	100	100	62	62	62
	Do. New	..	40	44½	44½	44½
1,800	Preston and Wyre	50	30	42	42	42
2,500	Preston and Wigan	..	30	35	35	35
	St. Helen's & Runcorn	100	100	..	..	—
1,200	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	260	260	260
1,070	Do. ½ Shares	50	50	..	..	—
3,000	South Durham	50	25	½	½	½
4,000	Sheffield & Rotherham	25	20	..	..	—
20,000	South Eastern	50	9	1	1	1
	Ditto New	..	12	3½	3½	3½
40,000	South Western (Steph.)	50	1	¼	¼	¼
8,000	Thames Haven	50	5	4½	4½	4½
2,500	Warrington & Newton	100	100	..	..	—
1,400	Westminster&Greenw.	25	2	¼	¼	¼
3,000	West Durham	25	4	1½	1½	1½
6,000	York & North Midland	50	40	20	20½	20½

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
10,000	Anglo Mexican Mint	10	10	12	12	12
10,000	Anti Dry Rot	25	17½	7	6¾	7
10,000	Asphalte (Claridge)	20	4	3½	3¼	3½
10,000	Asphalte (U. S.)	20	2	¼	¼	¼
10,000	Australian Agricultur.	100	27½	45	44½	45
8,000	Brit.Rock&PatentSalt	50	35	12	12	12
8,000	Bahia Steam	10	7	5½	5½	5½
7,500	Bitumen Bastenne, &c.	20	2	¼	¼	¼
6,000	Brit. Americ. Land Co.	..	32	14	14	14
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
6,000	Canada Company	100	32½	28½	28½	28½
200,000	Canada(Upper) Bonds	..	..	91¾	91¾	91¾
5,000	Eastern Coast of Central America [Deb.	20	14	8	8	8
5,000	Droitwich Patent Salt	25	25	14½	14½	14½
2,122	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
2,700	Equitable Rever. Soc.	100	40	41	41	41
20,000	General Steam Navig.	15	14	24	24	24
2,100	Hungerford Market	100	..	..	..	—
10,000	India Steam Ship Co.	50	3	..	..	—
10,000	Irish Waste Land Co.	50	1	¼	¼	¼
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	..	..	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12	12½
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
5000	London Cemetery Co.	20	12	11½	11½	11½
20,000	Mexican South Amer.	10	7	6¾	6¾	6¾
	New Corn Ex.	..	37½	20½	20½	20½
	NewBrunswick(Land)	..	57	10	10	10
10,000	Rio Doce	25	4	2¾	2½	2¾
2,754	Rever. Interest Society	100	100	136	136	136
2,633	Ditto New	100	80	107	107	107
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	50	48	53	53	53
10,000	South Australian	25	12	12½	12½	12½
10,000	Safety Carriage Co.	5	3	3½	3	3½
4,000	Thames Tunnel	50	50	9½	9½	9½
10,000	Van Dieman's Land	100	17	10	10	10

CANALS.

No. of Shares.	Name of Company.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	130	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	70¾	4	Oct.
720	Barnsley	160	160	276	13	Jan.
1,260	Basingstoke	100	100	5	..	—
1,005	Brecknock & Abergav.	150	150	90	5	Jan.
8,000	Birming. 1-16th Share	79¾	79¾	223	9½	June
4,000	Do. & Liverpool Junct.	100	100	26	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	101	4	Jan.
16,000	Carlisle	..	21½	..	..	..
500	Coventry	100	100	..	48	Nov.
1,500	Chesterfield	..	..	..	..	..
460	Cromford	100	100	340	27	Jan.
4,546	Croydon	31½	31½	..	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41¾	41¾	26	4	—
2,060¾	Dudley	100	100	90	4	Sept.
600	Derby	100	100	175	11	Jan.
3,575¼	Ellesmere & Chester	133	133	81	3	Sept.
231	Erewash	100	100	775	62	Oct.
1,297	Forth and Clyde	400	400	615	30	Jan.
11,600	Grand Junction	100	100	190	10	June
2,849¼	Grand Union	100	100	24	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	12	..	—
600	Glamorganshire	172¼	172¼	..	13¼	Sept.
1,960	Gloucester & Berkley	100	100	..	..	..
200	Do. (optional) Notes	60	60	..	..	..
749	Grantham	150	150	203	10	May
6,238	Huddersfield	57½	57½	35½	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	28¾	1¼	Sept.
11,699	Lancaster	47½	47½	26	1¼	Mar.
2,897	Leeds and Liverpool	100	100	740	30	Nov.
18¼	Leeds & Liverpl. New	80	..	..	16	May
545	Leicester	140	140	228	13	Jan.
1,897	Leicester & Northam.	83½	83½	90	6	Dec.
550	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142¾	142¾	2200	162	Jan.
	Manches., Bol. & Bury	..	78	66¾	..	..
2,400	Monmouthshire	100	100	202	10	Dec.
700	Montgomeryshire	100	100	90	4¼	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	500	25	Oct.
3,000	Macclesfield	100	100	51	2	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	..	..	..
1,786	Oxford	100	100	600	30	Sept.
521	Oakham	130	130	52	3¼	May
2,400	Peak Forest	78	78	104	5	Dec.
2,520	Portsmouth & Arundel	50	50	..	..	..
21,418	Regent's (or London)	33¾	33¾	13¼	12s	July
5,000	Rochdale	85	85	112	6	May
500	Shropshire	125	125	128	8	Dec.
800	Somerset Coal	150	150	151¼	9¼	Dec.
36,000	Do. Lock Fund Stock	12½	12½	11¼	4¼	Dec.
700	Stafford. & Worcester	140	140	650	40	Jan.
500	Shrewsbury	125	125	280	9	Nov.
300	Stourbridge	145	145	320	12	Jan.
3,647	Stratford-on-Avon	79¼	79¼	43¾	2	Aug.
200	Stroudwater	150	150	500	24	Nov.
533	Swansea	100	100	280	15	Nov.
3,762	Severn & Wye & Railw.	35	35	39	2¼	Sept.
1,300	Thames & Severn blk.	100	100	36	1¼	June
1,150	Do. Do. red.	100	100	—	1¾	June
2,670¼	Trent & Mersey ¼ Sh.	50	50	585	32¾	June
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19¼	12¼	2	..	..
3,344	Do. New	..	..	..	..	..
1,000	1,000½ Warwick & Bir.	100	100	28½	16	May
980	Warwick and Napton	100	100	208	15	Nov.
6,000	Worcester & Birming.	78	78	72¾	4	Feb.
5,000	Wilts and Berks	67½	67½	25	1¼	May
800	Wyrley and Essington	125	125	75	3	Jan.
126	Wisbeach	105	105	45	..	—
903	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

No. of Shares.	Name of Company.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
2,000	Albion	500	50	71	3¼	Dec
50,000	Alliance Brit. & Forei.	100	10½	15	5	Oct.
50,000	Do. Marine	100	5	6	5	Jan.
24,000	Atlas	50	5	14¾	¾	July
1,200	Birmingham Fire	250	55	107½	5	May
20,000	British Fire	250	50	40	4	Sep.
12,000	British Comercial	50	5	6	6	Dec.
5,000	Cler. Med. & Gen. Life	100	2½	4	5	Aug.
4,000	County	100	10	42	2¼	Dec.
20,000	Eagle	50	5	5½	¼	Oct.
200	Economic Life	1000	250	400	5	Jan.
5,000	Edinburgh Life	100	10	—	6	Jan.
2,271	European Life	20	20	22	1¼	Jan.
50,000	Ditto New	20	2	1¼	2s	Jan.
1,000,000	Globe ... Stock	100	100	135	7	Dec.
20,000	Guardian	100	27½	33	5	July
7,500	Hercules	100	10	16	7	April
40,000	Hope	50	5	6	6s 6	Sep.
2,400	Imperial Fire	500	50	137½	5¼	Dec.
7,500	Imperial Life	100	10	10¾	9s	July
13,453	Indemnity Marine	100	3¾	25	3	Sept.
100,000	Insurance Co. of Scot.	—	10	..	..	—
2,000	Kent Fire	50	50	22	2½	Feb.
	Do. Life	..	..	79	3	—
10,000	Law Life	100	10	20	16s	April
	Liverp. Marine Assur.	..	25	..	..	—
3,000	London, Fire	25	12½	17½	4	Sep.
31,000	London, Ship	25	12½	16	4	Sep.
50,000	North British	200	10	20¾	6	June
31,000	National Life	100	5	19	5	July
20,000	Palladium Life	50	2	2¾	5	Jan.
50,000	Protector Life	..	1	½	4	—
2,500	Provident Life	100	10	20	1	June
100,000	Rock Life	20	2	7	3s	Oct.
689,220	Royal Exchan. Stock	..	..	227	5	Dec.
200,000	Scottish Union	20	1	1¼	6¼	Jan.
20,000	Standard of England	50	5	..	3	May
	Sun	..	..	210	..	Dec.
5,000	Universal Life	100	5	5	3	May
1,500	Union	..	20	100	..	—
5,000	University Life	100	5	5	5	July
50,000	United Kingdom Life	20	2	..	4	—
24	Westminster Life	1000	1000	..	..	—
10,000	West of Scotland	..	10	..	..	—

PRICES OF SHARES.

JOINT STOCK BANKS

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Divid. payable.
25,000	Agric. & Com. of Irel.	25	10	..	..	—
5,000	Australasia	40	40	60	8	Jan.
1,500,000	Bank of Scotland	100	83⅓	178	7s	Oct.
10,000	Birmingham Bank	50	5	16¾	10	Mar.
500,000	British Linen Co.	100	100	..	8	Dec.
20,000	British North Amer.	50	25	26¼	19	Mar.
100,000	Commercial	5	5	5¾	7	—
20,000	Colonial	100	25	29¾	..	—
5,000	Devon and Cornwall	100	25	45	8	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Foreign Banking Co.	..	3	9	..	..
2,000,000	Glasgow Union	250	50	65	7	Dec.
10,000	Gloucestershire	50	10	25	10	Feb.
6,000	Hampshire	50	5	..	10	Aug.
10,000	Hibernian	100	25	21	4	—
3,000	Devon&Cor. Bg. Co.	..	20	36	..	—
30,000	London&Westmins.	100	20	23½	5	Mar.
3,000	Lancaster	100	20	..	10	Aug.
25,000	Liverpool	100	10	23¾	6	July
60,000	Lond. Joint Stock Co.	50	10	13¼	5	June
50,000	Manch. & Liver. Dis.	100	15	13¼	7¼	Mar.
20,000	Manchester	100	25	27	7	Oct.
25,000	Monm. & Glamorg.	20	10	10	10	Aug.
20,000	North & South Wales	10	5	10¾	5	—
20,000	Natl. Bank of Ireland	50	17½	16	5	—
10,000	Nat. Provincl. Engl.	100	35	36	5	Jan.
10,000	Ditto New	20	10	10¾	10	—
80,000	Nor.&Cnt. B. of Eng.	10	10	3	5	Dec.
10,000	North Wilts	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	25	46	8	July
4,000	Ditto New	10	10	15	8	—
2,000,000	Royal of Scotland	100	100	165	6	—
7,000	South African	..	..	5	..	—
20,000	S. of Ireland, Cork	25	5	5	..	—
4,000,000	Western of Scotland	200	40	..	5	—
20,000	W. of Eng. & S. W. Dis	20	12½	12½	5	July
20,000	Wilts and Dorset	15	7½	7½	5	—

GAS LIGHT AND COKE COMPANIES

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Divid. payable.
10,000	Alliance	10	5	..	..	—
2,500	Bath	20	16	22	1¼	Sept.
600	Bradford	25	25	..	10	—
5,000	British	40	16	21½	1¼	Nov.
5,000	Do. Provincial	20	19	25	..	—
928	Birmingham	50	50	95	5¼	July.
2,400	Birm. & Staffordshire	50	50	73	4	Sept.
600	Brentford	50	50	22	4	April
4,250	Bristol	20	20	36	2	Feb.
1,500	Brighton	20	20	11	3¼	—
750	Do. New	20	13	9	3¼	—
2,471	Brighton, General	20	20	10¾	4¼	Nov.
393	Carlisle	25	..	..	..	—
4,000	Continental Consolidat.	75	62½	100	5	—
240	Canterbury	50	50	55	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	75	8	Oct.
1,000	City of London	100	100	195	10	Sept.
1,000	Do. New	100	75	114	6	Dec.
800	Coventry	25	25	2½	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	18½	5	—
4,500	Edinburgh Coal Gas	25	25	..	..	—
	Edinburgh and Alloa	..	14	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	24½	4¼	April
10,000	European	20	15	..	..	Aug.
4,450	Glasgow	25	25	54	10	—
20,000	Greenwich Railw. Gas	..	1	..	..	—
10,000	Imperial	50	50	56¾	5	—
80,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	18	5	Aug.
2,350	Independent	30	30	50	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	..	..	—
500	Liverpool	242¼	242¼	372	22	—
	Do. N. Gas and Coke	100	100	97	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	10	Feb.
7,000	Phœnix	50	30	28	3	June
579	Portsea	..	53	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	60¾	4	Sept.
480	Rochdale	..	15	..	..	—
4,000	South Metropolitan	50	19	18	2¼	Aug.
1,000	Sheffield	..	16¾	..	..	—
1,000	Shrewsbury	..	10	..	..	—
120	Swansea	50	50	..	..	—
8,200	United General	50	46	34	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	22½	1¼	Jan.
750	Warrington	20	20	24	1	Oct.
12,000	Westminster Chartered	50	50	55	3	Dec.
6,000	Ditto New	50	10	10¼	12s	Dec.
200	Worthing	50	50	..	5	Aug.
800	Yarmouth					

DOCKS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Divid. payable.
600,1065	Commercial	100	100	66¾	3	July
	East and West India Stock	100	100	113	..	Jan.
1,038	East Country	100	100	9¾	..	—
323,8,310l.5s.	10 London.. Stk	..	..	67	2¾	Dec.
	Ditto Bonds	..	..	100	4	—
2,200	Bristol	147½	147½	80	2/19	Dec.
68,324	Ditto Notes	..	..	113	5	Nov.
570	Folkestone Harbour	50	50	..	..	—
15,000	Ditto Bonds	..	..	..	5	—
11,000	Grand Collier Docks	50	1	1¼	..	—
1,352,752	St. Katharine.. Stock	100	100	100¾	5	Jan.
500,000	Ditto Bonds	..	..	101¼	4¼	Oct.
200,000	Do. Bonds for 10 years	..	..	100	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
	Southampton	50	5	2¾	..	—

BRIDGES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Divid. payable.
1,000	Hammersmith	50	50	21	1s	Jan
7,231	Southwark w. new sub.	63¼	63¼	2	..	—
1,700	Do. New of 7½ per cent.	50	50	14	1¾	Dec.
5,848	Vauxhall	70¼	70¼	23½	17s	Dec.
5,000	Waterloo	100	100	3½	..	—
5,000	Do. old Annuities of 8l.	60	60	24¾	16s 8	Feb.
5,000	Do. new do. of 7l.	40	40	21¼	16s 4	Feb.
30,000	Ditto Bonds	..	..	120	5	Feb.

WATER WORKS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Divid. payable.
4,500	Birmingham	25	25	20	9s	—
121	Colchester	100	100	..	..	—
4,433	East London	100	100	170	6	Jan.
4,000	Glasgow	50	50	..	..	—
5,500	Grand Junction	46¾	46¾	60¾	2¼	Jan.
5,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	41	2	Jan.
572	Liverpool Bootle	220	220	326	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	62	2¼	Oct.
6,435	Manchester & Salford	100	30	54¾	1¾	Mar.
800	Portsea Island	50	50	..	..	—
450	Portsmouth & Farlington	50	50	21	1	—
4,000	Ramsgate	10	8	10	..	—
1,000	Vauxhall, late So. Lond.	100	100	101	4¼	Oct.
2,300	West Middlesex	62¾	62¾	103	4¾	Dec.
1,364	York Building Co. L. P.	100	100	38	1/14	Oct.

ROADS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Divid. payable.
533	Archw. and Kent Tu.	30	30	..	1	1 & 7
300	Barking	100	100	23½	1¼	1 & 7
1,000	Commercial	100	100	75	4	1 & 7
2,000	Do. East India Dock Br.	100	100	3	3	1 & 7
402	Great Dover Str.	..	70	..	1¼	1 & 7
2,393	Highgate Archway	..	30/9	2	..	—
11,893¼	New North Rd. Stock	100	100	..	..	—

LITERARY INSTITUTIONS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Divid. payable.
400	Adelaide Gal. of Science	50	..	..	..	—
1,000	London, w. Bronze Tick.	75	75	17	..	—
1,500	London University	100	100	15	..	—
700	Russell	25	25	7	..	—
	King's College	100	100	19¾	..	—

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